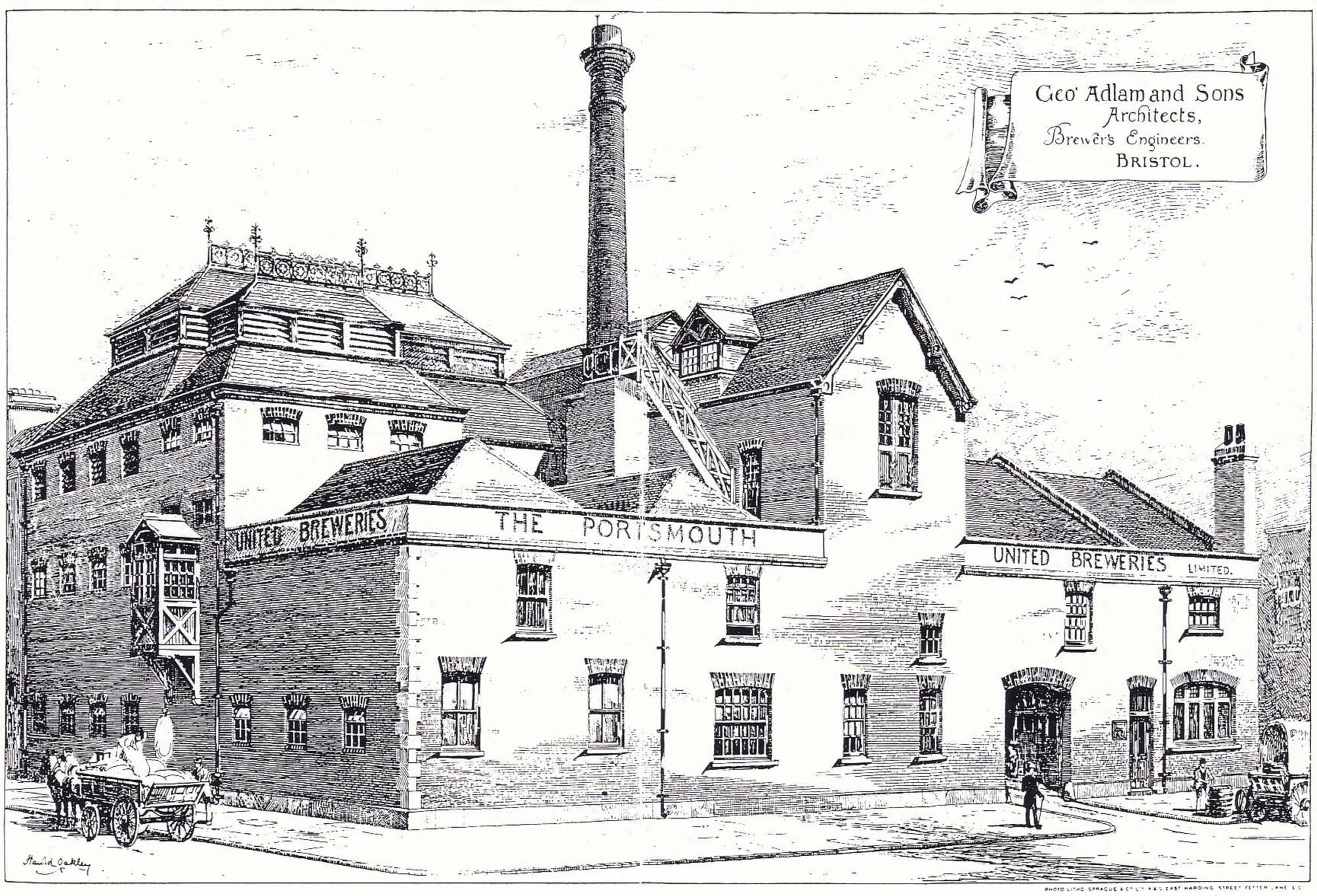
PORTSMOUTH BREWERIES SINCE 1847

Philip Eley

THE PORTSMOUTH PAPERS 63



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Summary

Conditions in 1847 remained favourable for the smaller brewer; there were no great obstacles to starting in business, there were many places in which beer could be sold, the population was growing rapidly and suburbs expanding, creating new areas unserved by the established brewers and also providing convenient sites for new breweries. Most of these conditions continued into the twentieth century, but other factors were at work. A change of emphasis on the part of the licensing magistrates in 1858, when they started to grant public house licences again, triggered a start to brewers purchasing licensed houses. This trend was accelerated by the 1869 Licensing Act which brought all licensing back under the control of the magistrates and effectively barred entrance to the trade by means of the beerhouse-brewery route of the previous 40 years. From 1869 to 1880 there was a gradual but steady decline in the number of brewers, but the 1880 Finance Act, which fundamentally changed the way that tax was levied on beer, sparked off a wave of take-overs helped by the formation of limited liability companies which injected new capital. After 1902, when more changes in licensing occurred, the development of alternative means of transport saw the hesitant widening of trading areas, but the First World War to the mid-1920s saw a dramatic fall in demand which ushered in another round of amalgamations. The austerity of the Second World War was followed by recovery in the ensuing decade, but the subsequent ascendancy of national brewing combines ultimately brought about the end of Portsmouth's brewing connections.

Cover
After extensive rebuilding during 1897, the Elm Brewery, at the junction of Eldon Street and King Street, Southsea, emerged as the home of Portsmouth United Breweries. Subsequent expansion took place along King Street (to the left), and, despite extensive bomb damage in 1941, brewing continued until 1962.
Whitbread Archive

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Portsmouth Breweries Since 1847

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Prologue

It can be argued that the main influence on the development of Portsmouth has been the presence of the Royal Navy; in the particular case of commercial brewing there is no doubt. Within a few years of the arrival in the town of the fledgling Tudor navy the government, in setting up its own large-scale breweries to help victual the fleet, had laid the foundations of an industry that survived for almost five centuries and which thrived, for a greater part of that time, by supplying the needs of the sailors, the dockyard workers, and the soldiers either garrisoned in the town as protectors of the naval installations, or who embarked and disembarked from the port in times of war. Given that brewing is a relatively simple operation which uses readily available ingredients and is not labour-intensive, the number of breweries sustainable at any given time should have been solely a function of the level of demand; that this was not the case was entirely due to the intervention of the legislature, at both local and national level, imposing taxation and licensing regimes on the industry and generally encouraging a modest number of large concerns. A previous study, *Portsmouth Breweries 1492-1847*,[1] which chronicled the earlier effects of these constraints on the local industry, ended in the middle of a period starting in 1830 when the legislative burden had been eased. Beer duty had been abolished and replaced by a tax on malt and hops, whilst the retail market, previously dominated by established brewers who owned a large proportion of the licensed premises, had been opened up by the Beerhouse Act. Other studies[2] have looked at the effects of subsequent retail legislation and its interpretation by the local magistrates from the point of view of the public house and beerhouse; the same factors also greatly influenced the brewers and so are again utilised, together with the two world wars, as the primary framework for this study which charts the changing fortunes, and demise, of Portsmouth's brewing industry.

1847-1858: Continued Expansion

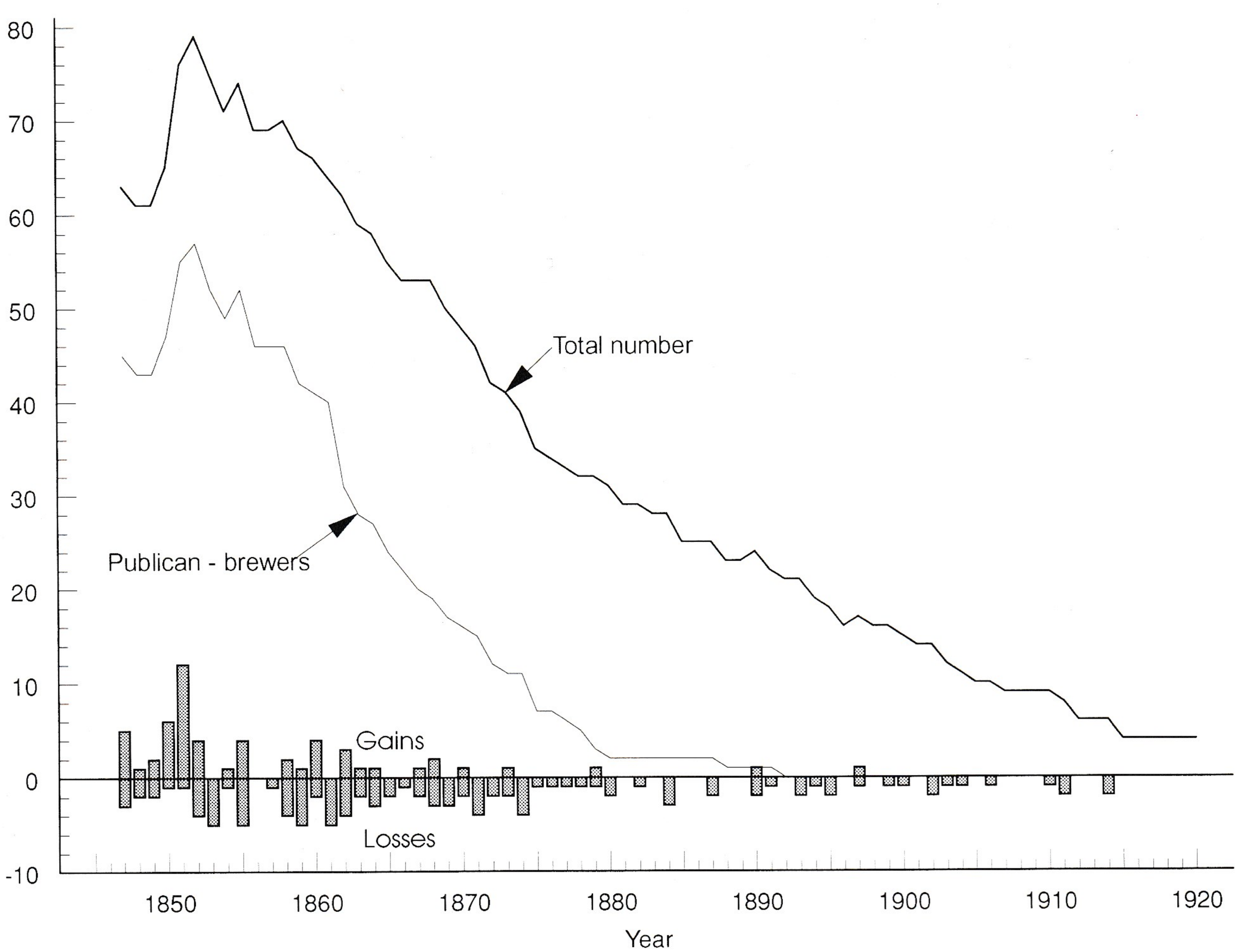
The arrival of the railway in 1847 gave an added stimulus to Portsmouth's economic growth, helped by an ever increasing population. The newer working class districts of northern Southsea and Landport continued to expand, providing fertile ground for new beerhouses, some of which included their own small brewhouse. Per capita consumption of beer throughout the whole country was still rising, and brewers were able to produce a greater variety of beers after the passing of an act[3] which allowed the use of sugar in their brews in addition to malt. Conditions for new entrants to the brewing trade were at their most encouraging and this is reflected in the rapid increase in numbers of brewers in Portsmouth which reached a peak of 79 in 1852 (see figure 1). The subsequent decline was triggered by two particular factors. In 1854 the tax on malt was increased for the first time since 1830 to help finance the Crimean War, reducing profit margins on a commodity which retailed at a fixed price, whilst 1855 saw the Liberal party, closely allied to temperance and anti-alcohol lobbies, in power for the first time, making the future uncertain for brewers.

Although 37 breweries commenced their operations during this period, 29 ceased, including ten of the newcomers. At least four of the closures were due to bankruptcy, whilst one of the new entrants, Samuel Palmer, discovered that brewing was more strenuous than he had expected; he brewed only three times in the brewhouse that he had added to his *Ship Leopard* public house in Portsea before advertising the equipment for sale.[4] His attempted entry into the trade was all the more curious as his son George had sold his share in the pub a few years earlier and expanded his wine and spirit business in Southsea by the addition of a brewery. Expansion also played a part in the demise of brewing at two other sites when the incumbents moved to larger premises. In Portsea John Bone rebuilt his brewery facing on to Gloucester Street at the rear of his Frederick Street premises, and in Southsea Henry Davey abandoned his small brewhouse at the *Sir Robert Peel* and moved to the nearby Brunswick Brewery recently vacated on the death of Thomas Luke. Southsea also played host to three of the more successful ventures which all commenced in 1851. Henry Bransbury, who built his Hyde Park Brewery at Hyde Park Corner, was following in the footsteps of his uncle Richard, better known to local inhabitants as Councillor Murrell of the Kingston Brewery. A short walk away from Bransbury, in King Street, George Palmer founded the St Paul's Brewery, while John Miles added the Elm Brewery to the *Three Elms* beerhouse on the corner of Eldon Street. Miles had arrived with his young family from France where he had been in charge of a gang of railway-track layers. He apparently started the brewery to supply his own beer to the English workers[5] instead of buying it from Brighton brewers, but later had to flee the country and settled in Southsea.

In 1849 the arrival from London of Thomas and Fanny Brickwood and family to take over the *Cobden Arms* in Arundel Street from John Purchase probably went almost unnoticed. Thomas's brother Henry was well-known as the publican of the *White Hart* in Queen Street, and also as the supplier of marquee tents for outdoor events, and it was on his suggestion that the family moved south. William Purchase initially remained as the brewer at the attached brewery[6] but after her husband's death Fanny took charge of the pub and then bought the brewery in 1851, unusually for the time advertising the fact in the local newspaper.[7] Her son Harry, who had been a surveyor, became the brewer after a week's tuition.[8] In 1860, Harry Brickwood joined the growing number of brewers on the town council, amongst whom were George Palmer and Henry Davey. Although it could not have been obvious at the time, the Brickwood name was eventually to become synonymous with brewing in Portsmouth.

Whilst those newcomers on the bottom rung of the ladder of success were busily establishing themselves, there were stirrings amongst those at the top. The Carter family, who had inherited Spicer's St George's Brewery in 1840, decided to consolidate the business and, in 1849, formed a partnership under the name of

Fig. 1
Portsmouth Breweries 1847-1920



Pike Spicer and Co. based at Pike's brewery in Penny Street.[9] Apart from brewing, the firm had a thriving wine and spirit business and owned a total of 120 public houses — one half of Portsmouth's complement. In charge until 1850 was Edward Carter, followed by George Evelegh who had married into the family. At near neighbours Garrett & Co., John Garrett died in 1852 and the Portsmouth Brewery came under the management of his son-in-law, George Vallency. The business remained firmly in second place with 26 public houses. Neither of these had bought any houses since the 1830 act and there is no evidence to suggest that they had any interest in beerhouses at all, unlike some of the newer brewers who were starting to purchase modest holdings of outlets, mainly beerhouses. Amongst them was James Paul whose small brewery supported ownership of three beerhouses and the *Dolphin Hotel* in the High Street. The latter was probably the main attraction to the Gosport brewer James Biden, who acquired the whole enterprise by guaranteeing an annuity for the rest of Paul's life. Although the acquisition of one brewing firm by another became extremely commonplace towards the end of the nineteenth century, this early example was quite a rarity amongst the beerhouse brewers.

The local brewers faced some competition from outside brewing companies, mainly through agencies granted to local wine and spirit merchants whose newspaper advertisements were aimed at the naval and army officers and families who would keep a barrel of beer for use with meals. Beers from many parts of the

Lush & Co's extensive St George's Brewery in Portsea c.1890. Brewing ceased in 1911 but malting carried on until 1941 when the malthouses were irreparably damaged. The brewery and office buildings were demolished in 1938 and the site used for council housing.
Whitbread Archive

country were represented: stouts from Ireland, pale ales from Burton-on-Trent and Scotland, and porter from London. Gradually, from the mid-1850s, some of the more aggressive outside brewers began to lease or buy beerhouses in the town and these were often distinguished by the name of the place whence the beer originated. Particularly numerous were Crowley's *Alton Ale Houses*, whilst there were two *London Stout Houses* next door to each other in Queen Street. The *Still Tavern* in Bath Square was owned by the Redbridge, Southampton, brewer William Stride, who advertised the whereabouts of his brewery with what might be called a subtitle to the main name: 'The West Country House'; the two names later became joined into the more familiar *Still and West Country House*.

1858 to 1880: More Pubs and More Tied Houses

A major shift in emphasis by the local licensing magistrates in 1858[10] produced a significant effect on the structure of the local brewing industry. Their decision to recommence the granting of new public house licences partially returned conditions to those under which the older brewers had built up their tied estates around the end of the eighteenth century. The respectable public house was a far better advertisement of a brewer's reputation than the lowly beerhouse, but because almost every new public house licence started life as a beerhouse, both types became attractive to brewers for investment of surplus capital and as guaranteed outlets for the firm's beer. One effect of this was to raise the amount of capital required to run a successful brewery, thus

deterring new entrants. Nevertheless, with beerhouse licences still unrestrictedly available, 13 of the 14 new entrants before 1869 started by adding a brewery to their beerhouse. The odd one out was Henry Pannell who set up the Canal Steam Brewery in 1868 with no attached retail outlet, but as he already owned a number of beerhouses and the nearby *Great Eastern* public house, that may not be too surprising. Despite these newcomers, the total number of operating units steadily fell to 50 in 1869. Further legislation in 1869,[11] when beerhouses were placed under magisterial control, completed the return of licensing to pre-1830 conditions, whilst in 1871 an act[12] forbade the granting of new licences, allowing only removals of old licences from one site to another except in exceptional circumstances. The net effect was to deter new entrants to brewing even more severely, only three new sites being started in the 1870s, whilst 22 businesses ended, leaving 31 breweries in 1880.

Prominent amongst the newcomers was Edwin Galt, a councillor and wine and spirit merchant, who built his Lion Brewery in Brunswick (later Hyde Park) Road, Southsea, on the site of the old waterworks. The plentiful water supply which had attracted the water company to the site was an obvious advantage to a brewer. At the opening in May 1862 Galt announced that his brewer was from Allsopps of Burton on Trent,[13] but within nine months his reputation was dented when three people died inside a large vat, two men perishing while trying to rescue a 13 year old under-clerk who had entered the vat and been asphyxiated by carbon dioxide.[14] Despite these apparent setbacks, Galt was mayor of Portsmouth in 1868-69, the first brewer to hold the post for over 30 years. In 1867,[15] when former ship's steward George Rice, together with his brother John, set up their Dock Mill Brewery to the south of Wish Street (Albert Road), Southsea, the name reflected the immediate proximity of the Dock Mill windmill. Another Councillor, Henry Davey, built a new brewery in St Mary's Road, Fratton in 1868, but the siting of this venture was forced on him through the sale of his previous business at the Brunswick Brewery, Grigg Street (St Paul's Road), to William Tickner. The contract for sale stipulated that he must not set up business as a brewer within two miles of the Brunswick Brewery, although his new premises were actually only one mile away. Yet another Councillor, Joseph Lush, moved from one site to another, this time without any restrictions to worry about. Lush had rented the Hawke Brewery in Portsea since 1848 but its cramped site was not suitable for the expansion he had in mind. By the time he had moved into the former Spicer-owned St George's Brewery in 1859, he had bought or leased 13 beerhouses. The new site was obviously capable of accommodating greater production than Lush had been accustomed to and the move to larger premises must have been as a result of a deliberate decision to expand his trade. Closed since 1849, it took Lush a year to renovate the premises, including having the well cleaned out; he advertised the re-opening in 1860.

Of the three enterprises that commenced after 1869, the smallest was notable only in that it bore the name of Thomas Brickwood, possibly a distant relation of Fanny and Harry. Another minor brewer, William Stevens, built his Myrtle Brewery in London Road in 1870, but had vacated the premises by 1876; they eventually fell into the hands of well-known solicitor and estate agent George Hall King, the son of a brewer, who rebuilt the premises in 1878 as the Lion Brewery. King almost certainly employed a brewer rather than brewing himself. The third new entrant was also the son of a brewer. Henry Bransbury had built the Crown Brewery in 1879 and leased it to his son, also named Henry. At the same time, Henry senior was trying to sell his Hyde Park Brewery as a completely separate concern.

Most of those brewery sites which ceased trading remained as licensed retail outlets, sometimes being bought by other brewers when, typically, the pub or beerhouse would be rebuilt, absorbing the space previously taken by the brewhouse (see appendix). The procurer of most ex-breweries was Alfred White, who bought three during the 1860s at the time that he was trustee of Harry Brickwood's estate. Amongst the few that stayed in industrial use was the old Union Brewery in Chandos Street which, after eight years of being empty, became a glue factory in 1861; Hart's brewery in Chapel Street, Southsea, became the Anhydrous Leather Works in 1865, and Galt's Lion Brewery became a laundry in 1874 with Galt as a director.[16] After only eight years in operation, the Canal Steam Brewery found more successful use as a corset factory from 1875 onwards. Fire put an end to two others which ceased trading; Tickner's Brunswick Brewery succumbed in 1872 and he left town for a brewery in Guildford. In the previous year the Mile End Steam Brewery had been totally destroyed[17] only a few days after the owner, Andrew Hatch, had all his beerhouse licences refused.[18] Fire also destroyed Pike Spicer's brewery in 1864[19] and the Dock Mill Brewery in 1870,[20] but both rose from the ashes, the latter waiting until 1882 to be suitably re-christened as the Phoenix Brewery.

The thirsty denizens of the naval dockyard and garrison forces not only supported the local brewers but also 'outside' brewers who had continued to buy licensed houses. Gosport brewers owned 25 Portsmouth houses in 1869, a number that had risen to 44 by 1880, and the Winchester Brewery Co. owned 16 in 1880, serviced from a depot near the central railway station. Brewers from Havant, Petersfield, Alton, Horndean and the Isle of Wight owned 21 houses between them while Eldridge Pope of Dorchester owned eight. The latter had made deliberate use of the London and South Western Railway to extend its outlets along the south coast, but there was no reciprocal attempt by Portsmouth brewers. The vision of the more ambitious local brewers, however, was not confined within the boundary of Portsea Island. The Isle of Wight was an obvious choice of location for the man who included his home address in the name of his son and heir Charles Edwin Bembridge Long. As early as 1854 Edwin Long had bought two beerhouses in Bembridge and by 1869 also owned two in Cowes. George Palmer also bought a hotel in Cowes in 1859. By 1880

A fine line-up of Long's horse-drawn drays in Cecil Place, Southsea, alongside the Southsea Brewery. Although largely superseded by mechanical transport, Long & Co were still using horses in 1933 when they merged with Brickwood.
Whitbread Archive

Dormer and Edward Jewell had 19 houses outside Portsmouth, two of them acquired in the first take-over outside the town boundary, from Tier of Havant in 1876. Apart from Garrett and Pike Spicer, who respectively had 20 and 12 houses off Portsea Island, Long had seven, while a handful of other brewers owned one or two each. Brickwood's single distant house, in Gosport, had been acquired in 1874, the year that John Brickwood, after an apprenticeship at the Mitcham Brewery in Surrey, inherited the business, held in trust since the death of his father. He was joined by his brother, Arthur, in the following year.

Once the smaller brewers started accumulating tied houses it became inevitable that complete businesses would be taken over by larger concerns. The number of premises involved gradually increased as the firms themselves grew. For example, George Hoskins doubled his tied estate when he acquired James Martin's four houses in 1868, while on a larger scale Henry Bransbury doubled his estate to 24 on securing the Eden Brewery in 1870. The Brickwood brothers probably bought the Lord John Russell Brewery in Commercial Road in 1873, with three houses, for the prime site of the eponymous public house, but they kept the services of brewer Joe Gardner at their Cobden Brewery.[21] A different approach was taken by John Anderson who, when he ceased brewing in 1867, leased his brewery and houses to Horndean brewer George Gale, an arrangement that lasted until 1895. Whilst the previous owners of the above mentioned firms had either retired or died, one brewer chose to sever his brewing connections in a more spectacular way. Joseph King of the Trafalgar Brewery in Fratton Road absconded to America in 1880 after borrowing £500 on the security of his brewery. He was declared bankrupt in his absence, but his fate, and that of his wife and eight children, is otherwise unrecorded.[22]

As the more enterprising brewers expanded their tied estates so their breweries needed enlarging to keep pace, providing them with an opportunity to incorporate the latest technology and follow current architectural practice. George Palmer proudly announced two innovations in 1869 when he invited the public to inspect his rebuilt St Paul's Steam Tower Brewery.[23] The 'tower' in the title referred to the practice of arranging the brewery so that the natural flow as processing proceeded was by gravity, necessitating only an initial lifting operation for water, hops and malt, whilst the 'steam' referred to the use of steam power for driving machinery and heating purposes. Unfamiliarity with steam boilers led to 'one of the most terrible accidents in the history of the borough'[24] in 1870 at Long's Southsea Brewery. An explosion, caused by the safety valves being tied down, killed one man, wrecked parts of the brewery and demolished a nearby beerhouse. Mistrust of these new-fangled methods may have produced a demand for less technological beer; a newspaper advertisement placed by John Beard particularly stressed the 'home brewed' aspect of his porter, stout and IPA (India Pale Ale).[25]

1880-1902: Take-overs and Limited Companies

During the half century from 1830 brewers were taxed on the raw materials from which they produced their beer, but 1880 saw a reversion to the previous system of beer duty. The measure[26] was dubbed 'the freeing of the mash tun' as it allowed brewers to use ingredients other than malt and sugar, such as maize and rice, in their beer recipes. Duty was to be levied on the amount of fermentable material, measured as specific gravity by a hydrometer, before fermentation commenced, hence the appellation 'original gravity'. The excise officer had to be called in before each brewing commenced to check the brewer's measurements of gravity and quantity, whilst all vessels used in the process had to be accurately gauged and registered. In addition, the duty was payable regardless of the outcome of the brewing process: recovering the duty on a spoiled batch was a long-winded process. The legislation had the effect of increasing both the administrative and the financial burdens on the brewers and was a strong disincentive to newcomers and current practitioners alike. Whilst the new legislation was an irritating diversion from the business of brewing and selling beer, the Liberal government posed a threat of much greater magnitude. In 1883 there were no less than eight Sunday closing bills brought before Parliament whilst ten years later a local veto bill was proposed whereby a referendum might support the total suppression of an area's licensed houses. To counter this threat the Hampshire Brewers' Union was formed under the presidency of John Bonham Carter, and all of Portsmouth's major brewers were represented.[27] None of these bills passed into law.

Whilst the total number of breweries had declined to 14 by 1902 there were two new ventures, including wine merchant James Shaft's Star Brewery built at the corner of Queen Street and Lion Terrace in 1884. Other new entrants took over established businesses but increasing capital requirements spawned a preponderance of partnerships. Garrett's Portsmouth Brewery, unsold at auction in 1879, was bought in the following year by Messrs Hodson and Tessier, perhaps spurred on by the legend of £100,000 in buried treasure, though all of Tessier's subsequent searches proved fruitless.[28] Joseph Lush retired in 1881 and Messrs Isherwood and Williams acquired the business, retaining the name of Lush & Co., whilst 1885 saw the sale of George King's Lion Brewery in London Road to a partnership of John Lindsey and Faversham merchant Thomas Gillett; they continued trading as King & Co. Two years later Thomas's share was taken over by his brother Charles and, one year later, Lindsey's share passed to Henry Young, brother of John Young of the St Thomas Brewery.

The new beer duty assumed that a brewer could extract 84lb. of fermentable material from a quarter of malt. In practice a skilled, large-scale brewer, using the best materials and equipment, could extract as much as 96lb., but the smaller brewer, with archaic equipment, might only get 72lb. The situation arose where it was possible for a small brewer to buy beer more cheaply than it was to brew it, thus the publican brewer, supplying only the house

This Edwardian postcard clearly shows the layout of a tower brewery; the raw materials (water, malt and hops) start at the top of the building, then gravity is utilised during the brewing process. George Peters, who owned the Kingston Brewery from 1884 until 1911, is standing in front of the offices which bear the monogram of his predecessor, Richard J Murrell. This building still stands on the corner of Kingston Road and Malthouse Lane but the brewery, which closed in 1914, was replaced by the Majestic cinema.
By arrangement with Ashley McAvery

attached to the brewery, was in terminal decline, at least in Portsmouth. The three that survived in 1880 inevitably succumbed: John Emery in Fratton in 1887, Charles Webber in Southsea in 1891, and finally Thomas Allen in Landport in 1893. The latter was not totally independent as Allen's relatives were brewing at the Buckland Brewery in Kingston Road. Webber's Crown Brewery, with the adjacent *Crown Hotel*, was acquired by wine merchant George Peters, whose head offices were next door. The premises were demolished and the *Horseshoe Hotel* was built on the site. Emery, who was 60 years old when he ceased brewing, continued with the attached *Union* beerhouse.

That unusual phenomenon the female brewer (or brewster) became temporarily extinct when Martha Brickwood of the *Suffolk Arms*, Commercial Road, married William Kingsbury in 1880 and he took over the brewing. Brewsters reappeared when Ann Allen inherited the Buckland Brewery in 1882 and Maria Langford the Wingfield Brewery in 1886, followed in 1887 by Florence Phillips when she bought the Castle Brewery in Southsea. These concerns were quite small, only owning twelve tied houses between them. On Florence Phillips's death in 1892 the brewery passed to her son Albert,[29] while Maria Langford traded for seven years before auctioning the houses in separate lots. The last brewster therefore was Ann Allen who continued until 1903 when, aged 79, she retired and the business was sold to Charles Gillett.

Against the criterion of the number of tied houses, John and Arthur Brickwood at the Cobden Brewery were in eighth place at the start of 1880; by the end of that year they were in second place. They acquired Bransbury's Hyde Park Brewery, together with its wine and spirit business, at auction, and abandoned the Cobden Brewery for the larger site in Southsea. One of the unsuccessful bidders against the Brickwoods was wine merchant George

Peters but the tables were turned in 1884 when he outbid the Brickwood brothers for the Kingston Brewery which was up for auction after the death of Richard Murrell.[30] Three years later John and Arthur Brickwood, having been informed that the Portsmouth Brewery was for sale, visited Edward Tessier and agreed on the spot to buy the business; as they left the premises George Peters arrived on the same mission.[31] Again the Brickwoods moved their operation, this time they had acquired malthouses with the brewery, plus a further 70 houses. Arthur Brickwood moved to the nearby brewery house and worked in the office between stints when he helped to load the drays.[32] Their empire was, by now, not restricted just to Portsmouth as they had 34 houses outside the town, mainly in Gosport after having acquired Tribe's brewery in 1885 (which added six houses) and then taken over Pike Spicer's seven Gosport houses in 1886.

The Brickwood brothers' acquisition of the Portsmouth Brewery put them in pole position amongst Portsmouth's brewers, deposing the long-time occupants of that spot. The universal tendency of successive generations to produce less useful members for the family firm had left Pike Spicer showing signs of decline. Unlike other brewers, they financed new houses by selling off some of the assets; the sale of the Gosport pubs to Brickwood was part of this but they also sold two of their prestige hotels in Portsea — the *Keppel's Head* and the *Old Star*. Despite this decline they became the first local brewery to convert into a limited company — Pike Spicer and Co. Ltd. in 1889. The structure was unusual in that both the ordinary and preference shares had full voting rights, reflecting the fact that very little capital came from outside the family. Those outsiders who were allowed to invest did so in the knowledge that John Bonham Carter, the chairman and managing director, had offered to buy any shares at cost price during the first year.[33] Whereas Pike Spicer's conversion was primarily aimed at unravelling the complicated financial tangle within the partnership, other firms used flotation as an opportunity to inject new capital into the company whilst retaining control of the management and continuing to reap the benefits of success. The usual structure was for the original owners to retain a majority of ordinary shares with voting rights and paying variable interest whilst most of the new capital was in the form of fixed interest preference shares with no voting rights, but with priority on the company's assets in the event of failure. Arthur Brickwood was reluctant to float his business but was finally persuaded in 1891 when his health severely deteriorated (he died in 1894 aged 40). After selling to the new company, Brickwood and Co. Ltd., John and Arthur held most of the £130,000 ordinary shares[34] whilst the £80,000 raised from the six per cent preference shares was put to good use in financing new and rebuilt public houses. Brickwood licensees took up 515 of the £10 preference shares.[35] Other firms following suit included Lush & Co. Ltd., in 1895, and J. J. Young and Son Ltd. in 1902, but both were effectively private family companies. Apart from Brickwoods, only the Lion Brewery (Portsmouth) Ltd., the 1902 successor to King and Co. under the direction of Noel Duttson, and the Portsmouth United Breweries Ltd., used the opportunity to inject capital.

Whereas most of Portsmouth's major brewers were from local families, the founder of what emerged as Brickwoods' greatest rival had come to town in 1878 as the manager of Reading brewer H. and G. Simonds' Southsea branch. For 16 years William Dupree remained in relative obscurity, building up his knowledge of the brewing industry, but emerged into the limelight in 1894 when he entered into a brief partnership with William Gibb at the Phoenix Brewery.[36] A year later, recognising a more significant opportunity, he bought Stannard's Beehive Brewery (which he closed), and the Cosham Steam Brewery, and, in the following year, entered into an agreement to buy Miles's Elm Brewery in Southsea. To raise the necessary cash, he set up the Portsmouth United Breweries Ltd. in 1896 and became its first managing director; he was joined on the board by George Dean, the previous owner of the Cosham Brewery. Dupree really wanted to concentrate all the brewing at the Cosham plant,[37] an early indication that Portsmouth was just to be the starting point of a larger empire and a sensible choice from a transport point of view, but the sleepy village was really not ready for a mass-production factory to grow in its midst, so the Elm Brewery, which was in a very run-down condition,[38] was rebuilt to become the nucleus of the new operation. Dupree held all of the ordinary shares, while preference shareholders again included tenants of the company, and also Brickwood directors, who were presumably not worried by the competition.

Nationally the 1890s was a period of take-overs and mergers, fuelled by company flotations, as the industry consolidated itself. Brickwoods rejected numerous offers from other breweries and nearly merged with George Peters in 1896,[39] but talks broke down and Peters paid £17,000 for Shaft's Brewery instead.[40] Pike Spicer had also suggested amalgamating with Brickwoods in 1896[41] but nothing came of it. An offer of £95,000 cash in 1897 by Brickwoods for Gales of Horndean was refused,[42] as was an approach to George Palmer's executors.[43] When Edward Jewell approached John Brickwood in August 1898 about selling his business, the latter decided to do nothing until Jewell's negotiations with Peters had ceased.[44] By October, while a tripartite amalgamation with Jewell and Peters was being considered,[45] Brickwood again contacted Palmer's executors, but they wanted £133,000, which was more than Brickwood considered reasonable[46] and indeed Charles Long paid only £115,000 in January 1899.[47] Brickwoods finally bought Jewell's outright in 1899 for £265,000 and rebuffed further merger calls from Peters and Gales.[48] To raise the money they issued £300,000 in debentures secured against the value of their pubs and brewery, plus new ordinary and preference shares taking the capital to £700,000.[49] Part of the new money went to pay off outstanding mortgages and more was earmarked for a new brewery, although a bank loan of £25,000 was also required for the latter.[50] Even before the sale was completed agents had acquired

The rather utilitarian architecture of Brickwood's 1900-built Portsmouth Brewery in Admiralty Road. The four-storey fermenting house in the centre is flanked by the bottling stores (in the foreground) and the offices. The upper windows were fitted with opaque glass at the behest of the Admiralty to discourage brewery workers from looking into the adjacent dockyard. Most of these buildings have been demolished and replaced by a car park.
Whitbread Archive

adjacent properties in Chapel Row and Daniel Street[51] which were demolished to make way for a completely new fermenting house designed by A. H. Bone, the architect of numerous public houses.

Beer was sold in a variety of forms; in the 1890s Pike Spicer produced 'Portsmouth Bitter', a mild ale, a stout and a porter,[52] while Brickwoods offered 'XX' at a gravity of 1050° and a porter at 1053°,[53] and they had started putting 'bright' draught beer into some of their houses, refusing to accept any ullage (the unsaleable sediment, a mixture of yeast and beer) back from the tenants.[54] Prices had been stable for twenty years but a sharp increase in excise duty saw an increase from 34*s*. to 36*s*. per barrel in 1901[55] for beer that retailed at 4*d*. a quart. To avoid price increases the brewers tended to reduce the strength of the beer, starting a trend which found favour with the drinking public. One style of beer that became popular in the 1880s was lager, imported from Germany in bottles. In an attempt to exploit the market, Pike Spicer drew up apprenticeship indentures for Gerard Bonham Carter who was to go abroad to learn lager brewing, and subsequently assist Pike Spicer to brew lager in Portsmouth. He was forbidden to assist any 'ordinary brewery', either situated in, or trading in, Portsmouth within 13 years.[56] In practice he went to Vienna, returning in 1889, but he was not adept at brewing and

Pike Spicer abandoned plans to brew lager and started a soda water factory instead. Gerard eventually bought a brewery in Essex in 1897, sold it within two years and offered his services to Allsopps at Burton on Trent who were about to start a lager brewery, but was turned down.[57] Pike Spicer's plans may have been unrealised but the demand for lager was enough to encourage mineral water manufacturer Arthur Perkins to buy, in 1897, the old Hyde Park Brewery which had been used as a market for ten years. With the help of James Fairall from Canada, he set up a company called A. F. Perkins & Co. Ltd., with the intention of brewing lager,[58] but it was not a success and the company went into liquidation in 1900.

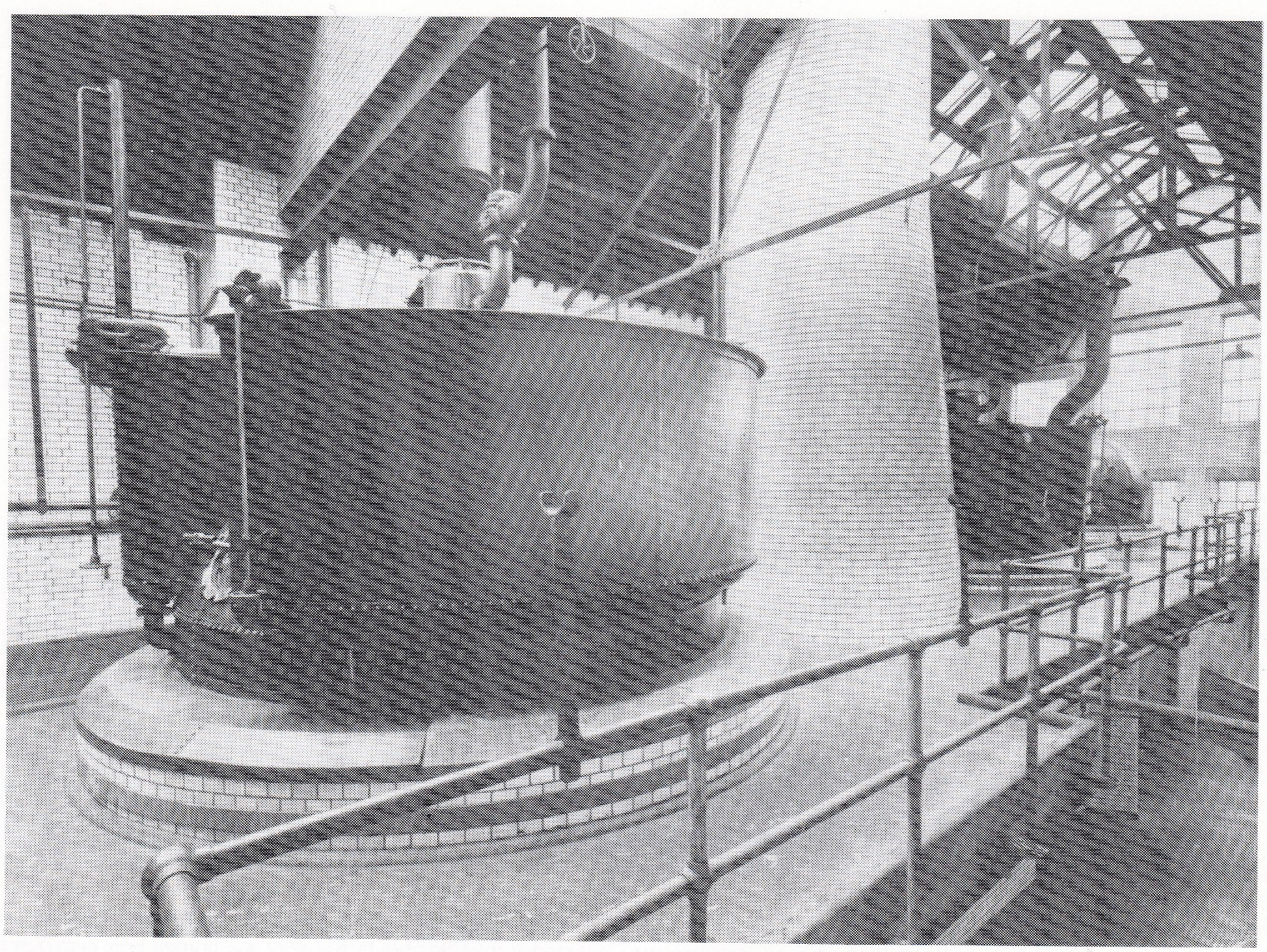
By the 1890s it is doubtful whether any of the proprietors of the larger breweries were physically involved in brewing operations. Brickwoods had five applicants for the job of brewer in 1892 and chose Noel Duttson from London brewers Barclay, Perkins,[59] at a basic salary of £300 per annum plus commission on any increase in trade. A year later, unable to explain a drop in sales and complaints about the ale, his services were dispensed with.[60] Duttson moved to Jewell's Catherine Brewery but was also sacked from there in 1897,[61] although he ended up with his own brewery in 1902 (the Lion Brewery) as already mentioned. He was replaced at Brickwoods by Fred Evans[62] who stayed with the company until 1934. Jewell brewed using 'the old system of cleansing in puncheons' (where excess yeast forced itself out of a hole at the top of an otherwise enclosed vessel) using well water, whereas Brickwood used the dropping system (where the partially fermented beer was run into open dropping vessels, thus freeing the fermenting vessels for further use), and Farlington (piped) water.[63] Bottled beers were becoming more popular and by 1894 both Pike Spicer and Brickwood were bottling some of their output.[64] However, Longs were the first local brewer to bottle their beers, starting in 1885, and by 1900 had built a reputation for bottled stout which was sold throughout an area bounded by Cardiff, Birmingham and Norwich.[65] It became common practice to re-use old bottles regardless of the brewer's name embossed on them, with the current contents indicated by a paper label. This led to a successful court case in which Bristol brewers R. W. Miller, who supplied an off-licence in Southsea, were accused by various local brewers of false description, despite the other brewers admitting that the practice was widespread.[66]

1902-1914: Consolidation

The first few years of the Edwardian decade were very unstable times for the brewers. The Liberal government was increasingly anti-drink and various measures were proposed to curb the number of beer- and public houses, the uncertainty about future prospects contributing to the demise of more of Portsmouth's brewing firms. In 1902 the number stood at 14 but declined to six by 1914. Lush blamed the lack of troops, the high cost of materials, excessive duty and poor summer weather for adverse profit figures in 1903.[67] The years 1906 to 1909 were described as the very worst experienced by the trade.[68] Further licensing legislation, which was variously dubbed the 'Brewers' Endowment Act' or the 'Mutual Burial Fund' depending on political viewpoint, was passed in 1904. The Licensing Act, over which Sir John Brickwood had some influence as leader of the national Country Brewers' Society,[69] provided for a fund to be set up with contributions from all public and beer houses. The fund was to be used to provide compensation to those houses closed on the grounds of 'redundancy' as selected by the licensing magistrates. Although strenuously denounced by the brewers, it was really of great help to the larger concerns in weeding out their least profitable houses, the compensation being used to improve other pubs.[70] Not so the smaller concerns. An extreme example was William Kingsbury, brewing at the *Suffolk Arms*, who lost one of his three licences at the 1906 brewster sessions; he ceased brewing in the same year having sold the other beerhouse, and rebuilt the *Suffolk Arms* over the site of the brewery, where it is still trading under the name of *Martha's*, the name of Kingsbury's wife.

An unplanned end to brewing came in January 1904 when the town's smallest brewery was forced to cease trading by the courts. Albert Phillips at the Castle Brewery in Southsea had been convicted of using glucose and sugar without informing the excise authorities and had been fined the enormous amount of £275 with the forfeiture of his brewing utensils.[71] The conviction put in jeopardy his retail licence, but renewal was allowed on condition that he sold his two pubs. They were bought by Gosport brewers Hobbs for £6,000.[72] Phillips obviously missed life as a brewer because in 1906 he bought Burt's Brewery at Ventnor in the Isle of Wight.[73] Another brewer who moved away from Portsmouth was Henry Bransbury junior who bought a brewery in Redhill, Surrey, after selling his Crown Brewery to United in 1902 for £80,000.[74] The brewery was subsequently used as bottling stores until 1932.[75] Also closing in 1902[76] was the original Portsmouth Brewery in St Nicholas Street, production being transferred to the new brewhouse in Chapel Row. The old name was transferred at the same time whilst Chapel Row was renamed Admiralty Road at Brickwoods' suggestion. The maltings in St Nicholas Street continued in use until the site was sold in 1905[77] to Pike Spicer, who used it to expand their mineral water factory. A further brewery closure, in 1911, occurred under more unusual circumstances. Sir William Dupree, knighted whilst mayor in 1902, bought the ordinary shares in Lush and Co. Ltd. for himself[78] and leased the licensed houses to his company, Portsmouth United Breweries. Lush's maltings, the last in Portsmouth, continued in operation (until being destroyed in 1941), but the St George's Brewery was used only as a store until 1936 when council housing was built on the site. United secured more business in 1914 when they bought the 12 houses belonging to Hobbs of Gosport.[79]

Domed coppers in Brickwood's Portsmouth Brewery used for boiling the unfermented wort with hops and sugar. These vessels survived to the end of brewing in 1983 but the method of heating was changed from coal to oil in the late 1940s. Note the use of glazed brickwork to facilitate cleanliness, particularly in the central flue from the ground-floor furnace.
Whitbread Archive



This period witnessed a re-shuffle of ownership amongst Portsmouth's remaining small and medium sized breweries. When Charles Gillett and Henry Young sold King & Co. in 1902, Henry joined his family firm (J. J. Young and Sons Ltd.), while Gillett bought the Buckland Brewery (for £25,000)[80] which he subsequently merged with Cosham Brewery (which Ernest Whicher had acquired in 1898 from United) in 1906. On Charles's death in 1908[81] the Buckland Brewery continued under the direction of his brother, Thomas Gillett (who had also previously been a partner in King and Co.), until 1914 when Young and Sons acquired the business. The Buckland Brewery site was partly absorbed in the 1930s when the *Brewery Tap* was rebuilt as the *Shaftesbury*, whilst a sugar refiner occupied the rest of the premises. Young and Sons had become a wholly-owned subsidiary of George Peters and Co. in 1910, which led to the disposal of Peters' Kingston Brewery to Ernest Whicher, who intended to serve the family trade. However by the outbreak of war he had closed it down and sold part of it to London brewers Hammerton, who set up a bottling line for their famous Stockwell stout. The Majestic cinema was eventually erected on the rest of the site. Southsea's Phoenix Brewery was demolished in 1903 and a row of terraced houses was built on the site in Collingwood Road, but the brewery house in Duncan Road remained (it is now a tyre workshop), together with the *Brewery Tap* on the corner which was renamed *The Phoenix* in commemoration. The business had been bought by Lion Brewery who, in 1905, after acquiring Cawte's Brewery in Fareham, entered into talks with Brickwoods about a merger, although nothing could be agreed. Lion attended (along with United and Brickwood) the auction in 1909 of Hobbs's Gosport premises (which remained unsold),[82] but finally merged with Brickwood in 1910[83] when their managing director, Noel Duttson, found himself sitting on the same board of directors as Sir John Brickwood, the man who once sacked him. The one man who stayed aloof from the merger mania, even though he approved of

London brewers Whitbread and Co. erected this bottling store in 1912 between Penny Street and St Nicholas Street on the site of the old Portsmouth Brewery. Bottling ceased in 1968, but the building was used as a warehouse until being sold for redevelopment in 1982.
Philip Eley

the practice, was Charles Long. He had spent £70,000 on rebuilding the Southsea Brewery, and thus had little money left for acquisitions, but did secure Goodman's Brewery in Portchester and the *King and Queen* Brewery in Cosham in 1907, increasing his tied estate by just five houses.

The fortunes of Pike Spicer were still declining; they had been unable to secure a new public house site since 1899 and their net annual income dropped from a peak of £22,801 in 1902 to £14,333 in 1910. In January 1909 they approached Brickwoods with a view to amalgamation which was agreed in principle,[84] but uncertainty surrounding the intentions of the government with regard to licensing matters made Brickwoods unwilling to approach their debenture holders with a request for an increase in borrowing powers[85] (they had bought the Lion Brewery by issuing ordinary shares of £50,000).[86] Eventually the issue was settled and the merger was announced. Two of Pike Spicer's directors were appointed to the Brickwood board and the Penny Street brewery was closed (on 31 March 1911), but 41 of the 68 men were kept on.[87] Sir John Brickwood announced that considerable savings in wages, rates and taxes would ensue.[88] To cope with the increased demand at the Portsmouth Brewery, the bottled beer department was expanded[89] and a new mineral water factory built,[90] but continuing structural problems with the fermenting house led Brickwoods to consider new sites in Copnor[91] and Hilsea[92] before war intervened. The mergers left Brickwoods with 333 licences and three unused breweries; two were sold, the Lion Brewery to a warehousing company, and the old Portsmouth Brewery to London brewers Whitbread who erected a bottling store on the site, whilst the Pike Brewery was leased as a store to the War Department

All the take-over activity left only four breweries in operation in Portsmouth when war broke out. Measuring their market share by the number of tied houses, Brickwood had 46 per cent of the joint total, Portsmouth United Breweries 24 per cent, Long 17 per cent and the combined Peters-Young operation 13 per cent. Of the 702 houses owned by Portsmouth brewers, only 15 per cent (103) were off Portsea Island, with the greatest concentrations being in Gosport (37 houses of which 30 were owned by Brickwood) and

An early steam dray outside the Southsea Brewery. The two gentlemen seated on the running board are probably Charles Long (right) and one of his sons. Long and Co. disposed of their last steam vehicle in 1925.
Portsmouth City Museums

in the Isle of Wight (25 houses with Long owning 14). All but 14 of the remainder were within the Fareham licensing district which surrounded Portsmouth from Titchfield through Fareham, Portchester, Cosham, Havant and Emsworth to Hayling Island. Peters still had the two pubs in Winchester they had acquired in 1886 when they took over Dear and Co., but the remainder of the further-flung houses belonged to Brickwood. Five of these had been brought into the Brickwood fold by mergers, but the six in Southampton, acquired since 1907, were the first signs of a deliberate policy to spread westwards. An oddity was the *Eagle Brewery Tap* off-licence in Fulham, south-west London, which Brickwoods leased from 1890 to 1916. This had remained an isolated outlet in the capital despite their investigation of breweries in Lambeth and Camberwell during 1907.[93]

This gradual spread of trading areas was facilitated by improvements in road transport. One of the first firms to ask Portsmouth Corporation for a heavy vehicle permit was the Horndean brewers George Gale & Co. Ltd. in 1902; they had a depot in Little Southsea Street behind the *India Arms* serving their 11 Portsmouth houses. Doubtless the assistance of a steam engine in returning the empties over Portsdown Hill was most welcome. The effects of mechanisation were not lost on the local brewers: United had bought a Foden steam 'motor trolley' in 1904 and kindly lent it to Brickwoods for inspection.[94] It was used to deliver to United's more far-flung houses, and was damaged (presumably in accidents) at Fareham and Netley in 1905; was sent back to the Foden works in Cheshire in March 1906, but had returned by July and was in more trouble at Southsea Castle. Given this performance it is perhaps not surprising that Brickwoods waited until 1911 to buy their first steam wagon, a steel-tyred Foden,[95] although they had inherited at least one vehicle from Pike Spicer on amalgamation. Despite this move towards mechanical trans-

port, horse-drawn drays continued to be the most economic method for the vast majority of deliveries.

1914-1925: War and Decreasing Sales

The power of the anti-alcohol campaigners, who aimed towards total prohibition of alcohol, was at its peak during the First World War. Although they never achieved their goal, their influence showed in the legislation that vastly restricted pub opening hours. However the pressing concern of the brewers in the opening months of the conflict was the call-up of their workmen, resulting in increased wages being offered and female replacements.[96] Horses were requisitioned but it was still possible to buy steam lorries. One of Brickwood's first acts was to insure their brewery against aerial bombardment,[97] although it turned out to be unnecessary. Apart from restricting licensing hours, the government started rationing brewing material and coal, and raised excise duty, forcing the brewers to brew weaker beer; restrictions on transport meant that pooling arrangements were invoked whereby local breweries supplied those pubs owned by the more distant firms. Throughout the war the Portsmouth Brewers' Association met monthly, mainly to agree beer prices.[98]

Despite Sir William Dupree's complaints that the new beer tax had seen his weekly production fall from 2,455 barrels to 897,[99] demand for beer increased, but excess profits duty was imposed to limit profiteering.[100] United's pre-war position as a supplier to the military was noted when the High Command decided to allocate large areas of the army to a few beer suppliers. United were given a large part of central southern England in 1916[101] (they had built a new bottling store on Salisbury Plain in 1915),[102] but a quirk in the drafting of an Act of Parliament landed them in court when they started to fulfil the contracts. Their crime had been to brew more beer than their quota; United's understanding was that the act said it was allowed, but, due to sloppy wording, it was only allowed in Ireland. The courts agreed that there were extenuating circumstances and fined United the minimal £100 rather than the £23,712 claimed by the Excise.[103]

Wages, as already mentioned, started to rise during the war. Brickwoods' weekly wages bill for 1914 was £191 but that had risen to £430 in 1919.[104] The Revision of Exempt Trades Act in 1916 took more of the workers who had hitherto been exempt from call-up and this led to the greater employment of women, one of whom was recruited as a drayman. A number of directors was also involved in the war effort including William Dupree's son Vernon, Colonel Carter[105] and Jocelyn Long who were all on active service, while Harry Brickwood, a lieutenant in the R.N.V.R. Intelligence Department, was in Russia and elsewhere helping to organise escapes from German prisoner of war camps.[106] Brickwood's involvement in the war effort took an imaginative turn when they set up the Hampshire Munitions Factory in a former chapel in King Street, Portsea, which they had bought for use as a store. It was offered rent-free for the duration and was supervised throughout by George Good, the company secretary.[107] The company also bought two ambulances for the local Volunteer Ambulance Corps,[108] while Sir John Brickwood handed over *Branksmere*, his house in Southsea, to the Red Cross.

The reduced opening hours introduced during the war continued after hostilities ceased with little public opposition and it became apparent that drinking habits had permanently changed. National per capita beer consumption fell by about a third from the pre-war levels to around 20 gallons per year and blame was put on the decrease in average wages and the increase in bar prices due to excise duty. Brewing restrictions were relaxed in 1919[109] but the demand remained for lighter beers, whilst bottled beer, particularly the filtered and pasteurised varieties, became increasingly popular as more people drank at home. Brickwoods took on 43 demobilised men, two Wrens and a land girl in 1919,[110] but despite the increase in available labour wages continued to rise, helped by the activities of the Workers' Union.[111] However, the formation of a Brickwoods' works committee in 1921[112] preceded a drop in wages by 4*s*. a week in 1922.[113] There was a lull in takeover activity; Sir William Dupree announced in 1918 that he had paid £114,000 for Biden of Gosport,[114] and in 1921 sold the company to United.[115] Dupree also sold Lush and Co. to United in 1924. Ten years previously they had acquired the ten Portsmouth houses belonging to Courage of Alton[116] who claimed that it was uneconomic to supply them; the same reason was cited by the Winchester Brewery when they put their 25 Portsmouth houses on the market in 1920.[117] Brickwoods bought the pubs and then proposed a full amalgamation, but this never materialised.[118] Another potential merger failed in 1923 when United turned down an approach from Wadworth of Devizes.[119] In 1924 Charles Long finally turned his business into a private limited company, Long and Co. (Southsea) Ltd., valued at £450,000. The directors included Charles and two of his sons, Jocelyn and Percy.[120]

1925-1939: Expansion and Depression

This was a period of great social change with the growing power of organised labour in the late 1920s, depression in the early 1930s and finishing with the outbreak of war. The local brewers, however, prided themselves on the good relationships with their workers. The general strike of 1926 was a worry, not because of potential stoppages at the breweries, but because of disruption to supplies of brewing materials, particularly sugar and hops. At the 1928 annual outing for Long's employees it was stressed that they worked for a firm which set an example to others in the matter of industrial peace.[121] From 1930 they enjoyed the benefits of a social club in a redundant pub in Gold Street,[122] while Brickwood employees had the use of the Sunshine Club.

One of Brickwoods' policies was to keep their brewery operating to its full capacity, so the decline in sales during the early 1920s meant that further outlets were needed. Talks were started with various brewers in Southampton with the result that, in 1925, Sir Frederick Perkins and Sons Ltd., and Forder and Co. Ltd. were bought for a total of £132,000.[123] The two breweries were closed

but one of Forder's directors, Huw Perkins, joined the Brickwood board. A further merger, with Gosport's last brewery, S. and T. N. Blake Ltd., required an increase in capital to £900,000 in 1926. Jack and Fred Blake joined the main board but Blakes remained as a brewing and property owning subsidiary. Brickwoods' thoughts then returned to Gales at Horndean,[124] with whom agreement could not be reached, and Henty of Chichester. The latter soon joined forces with Constable of Arundel, swallowed Kinnell and Hartley in Emsworth, and withdrew from negotiations. Saunders of Wallington, Fielders of Titchfield and the Lion Brewery, Winchester, all approached Brickwood in the same month[125] but nothing transpired. In Petersfield both Amey and Luker escaped Brickwoods' clutch and, despite chairman Sir George Hussey being a Brickwood debenture trustee, Southampton brewery Scrase and Co. was bought by Strongs of Romsey who were also expanding their trading area. More success ensued for Brickwoods when Portsmouth-based wine merchants Smeed and Smeed were acquired in 1928, the same year that they bought Southampton's Aldridge and Co. Ltd. Brewing was continued at the latter's Bedford Brewery until 1930[126] whilst capacity was increased at the Portsmouth Brewery. The Aldridge site was subsequently used as a bottling store and distribution depot for the Southampton area until the late 1960s. A brief diversion to the Isle of Wight saw the acquisition of Sprake's Brewery in Chale,[127] which was kept in production, but Southampton provided Brickwoods' final acquisition of the decade. A. Barlow and Co. Ltd. succumbed in 1929, increasing the number of tied houses in the Southampton area to 120, which necessitated the specific attention of two directors. Brickwoods could, by 1930, claim to be Hampshire's leading brewery.

One of the many other companies which approached Brickwoods in the 1920s was the Rock Brewery (Brighton) Ltd. They were rejected in 1926 as being 'outside the current sphere of operation',[128] but they had also approached Portsmouth United, who, faced with the expansion of their chief rival to the west, decided to grasp the opportunity and expand to the east. In 1927, after raising £500,000 in debentures, Rock became a subsidiary of United,[129] and the expansion was emphasised by the parent company's new name: Portsmouth and Brighton United Breweries Ltd.[130] Brewing ceased at the Rock Brewery almost immediately and beer was transported by road to the Brighton site which initially retained a bottling line. With the acquisition of Rock, United inherited a contract to supply all the beer for the houses of the Steyning Breweries Ltd. in West Sussex. Within a year of Rock's fall, Steyning had sold their 40 houses to United[131] giving them good coverage of the more rural Sussex towns and villages together with the seaside towns, particularly Brighton, and with isolated pockets as far away as Hastings and Eastbourne. Whilst United expanded into Brighton, the Brighton based Kemp Town Brewery pulled out of Portsmouth and sold its 15 pubs[132] and also their Hove maltings to United in 1929,[133] but the latter turned down an offer of Beard's Brewery and 31 houses in Hastings.[134]

While the two larger concerns were expanding by acquiring pubs, Portsmouth's other two firms employed different tactics. Despite agreeing in principle to merge with Brickwoods in 1929,[135] and having talks with Longs in 1928, Peters stayed independent and expanded their chain of wine stores, taking advantage of a loophole in the 1910 Licensing Act which allowed the opening of wine and spirit shops without a justices' licence. Longs used advertising to a great extent, but also recognised that 'it is of vital importance to put a good article of uniform character on the market',[136] which they thought to be the best form of advert. To that end they asked their tenants' opinions about competitors' beers[137] and adjusted their recipes as appropriate, and were justifiably proud of the awards won by their 'Gold Cup' Ale and 'First Prize' Stout, and the royal warrant conferred on them in 1927.[138] They also became the first in the area to brew a non-alcoholic beer.[139] Longs also solicited for licensed club trade, where they loaned money at relatively low interest rates in return for a 'tie' of alcoholic beverage orders. This type of business, in which Brickwoods also indulged, was somewhat precarious as such agreements were technically illegal. There was a certain amount of 'poaching' between brewers which led to a ban on new club business being agreed by the Hampshire Brewers' Union. Despite their involvement, the brewers took every opportunity publicly to condemn uncontrolled clubs which they said attracted customers away from their pubs.

The leading figures behind the expansion of each of the four remaining firms all died during this period. Charles Long, who had also been chairman of Portsmouth Theatres Ltd.,[140] died in September 1929. Sir John Brickwood died in February 1932 aged 80.[141] He had been knighted in 1904 and made a baronet in 1927,[142] but never entered into politics and was content to do charitable work such as being governor of the Royal Hospital and donating £25,000 to build a church at the Midhurst Sanatorium.[143] Apart from his brewing interests, he was concerned that Portsmouth should develop more commercial life, including making Langstone Harbour into a commercial port, and he also advocated use of wave power as an energy source.[144] Sir William Thomas Dupree died in March 1933 aged 76,[145] but unlike Sir John Brickwood, he had had political ambitions, becoming mayor of Portsmouth in 1901-3 and 1909-10, but he failed to be elected to Parliament in 1918. He had the Orders of the Rising Sun and the Sacred Treasure of Japan and became a baronet in 1921.[146] John Peters was the last to go in December 1938 aged 74.[147] He had been called to the bar in 1891 but entered the family firm instead of pursuing a legal career. He rose to the rank of major in the 3rd Volunteer Battalion Duke of Connaught's Own Regiment,[148] and with John Brickwood, pub architect Alfred Bone and three others, was a founder of Portsmouth Football Club in 1898.[149]

Following the abandonment of the gold standard the government increased beer duty, raising the price of the cheapest pint from 4*d*. to 5*d*. and reduced the pay of civil servants and servicemen, thus attacking local brewers from two directions. Cheaper

A Leyland motor dray c.1932 proudly showing the Gold Cup and First Prize medals which gave the names to two of Long's successful bottled beers. Mechanical transport, powered by steam, petrol and, latterly, diesel engines, allowed the brewers to expand their marketing areas.
Whitbread Archive

beers were becoming more popular, but Harry Brickwood declared that 'it hardly pays us to brew them'.[150] United suspended all but absolutely necessary repairs to its pubs for 16 months in 1929[151] while Brickwoods discharged 44 workers in 1931,[152] dispensed with their annual outing in 1932, and reduced all directors' fees by ten per cent.[153] Harry, who had succeeded his uncle as chairman, described Brickwoods' 1932 results as 'the most calamitous fall in profits' the company had seen.[154] Beer duty was eventually lightened but profits were being adversely affected. With thoughts of economies of scale, Brickwoods commenced an even more aggressive phase. An 'amalgamation campaign' was inaugurated,[155] and while approaches to King and Barnes in Horsham,[156] May at Basingstoke[157] and Friary at Guildford[158] came to nought, the group was expanded by the merger (Harry Brickwood preferred to call it a marriage)[159] with Long and Co. in 1933, which involved an increase in capital to £1,180,000[160] and two of the Long family, Jocelyn and Percy, joining the main board.[161]

When the Brickwood-Long merger was announced in March 1933 the press release stressed the similarity of their products,[162] the results of a deliberate policy of Brickwoods to mimic Long's more successful beers. After the merger Long's brewer, S. C. Shepherdson, took over as head brewer for the group[163] and, after favourable trials at selected Brickwood pubs, where Long's beers were supplied in disguise,[164] the recipes were gradually altered to those of Long's equivalent. In 1935, Shepherdson chose Blake's 6*d*. pale ale to be bottled as 'Jubilee Brew',[165] and there was also a 'Coronation Brew' in 1937.[166] There had also been some unsuccessful trials with canned beer in 1936.[167] The merger spelt the end for the former Palmer's Brewery in Southsea which had been used by Long for their wine and spirit bottling, but the Southsea Brewery was kept in operation until April 1934.[168] Thus,

Portsmouth United Breweries was founded in 1896 by Sir William Dupree. His three surviving sons, Vernon (left), Sir William (centre) and James (right) are pictured here at a works outing in the 1930s along with fellow co-founder James Jenkins (second right) and son-in-law Harold Smith. All were sometime directors of United.
Courtesy of Mr L. G. Lawrence and Portsmouth City Records Office

for a short while, Brickwoods had four breweries in concurrent operation — at Southsea, Gosport, Chale[169] and with its main brewery in Portsea, though the latter was being expanded so that the other three could be closed. There, £65,000 was spent on a 12-vehicle loading dock, a bottled beer plant and a new crate stackery, complete with the rather novel provision of piped music, in 1938.[170]

As a means of differentiating between similar products, brand names had become popular. United's trade mark 'Pompey's Pillar' was registered in 1932,[171] Young employed a naval theme with their Victory and Renown ales,[172] but Brickwood had adopted a whole corporate image based on sunshine. They became the 'Sunshine Brewers', their bottled beers had names like 'Sunshine Ale' and 'Light Sunshine',[173] doormats proclaimed 'Sunshine within' [174] and the same mind that invented pub names such as the *Hop Inn* and the *Clock Inn* inevitably lighted upon the *Sunshine Inn*. Advertising campaigns, including one of humorous cartoons on the theme 'Goodness it's Sunshine', were mounted,[175] and the pubs started to sprout hanging signs showing either a burst of stylised sunshine, designed by C. Morton,[176] or the once familiar golden sun above the name of the pub on a red background.[177]

Brickwoods also developed an export trade. Particular emphasis was put on gaining trade in the United States which, after the collapse of prohibition in 1934, was an open market with little indigenous brewing capability. The initial policy was to ship standard bottled beers, including a pasteurised version of 'Little Bricky' ale,[178] but eventually special brews were made tailored to the local tastes, given names like 'Old Country Ale' and 'Famous Portsmouth Ale'. The beers were a great success in the States and this encouraged shipments to other part of the world. A stout named 'Kris' was shipped to Singapore and 'Light Sunshine' to Bermuda;[179] other markets included China,[180] Penang, Sumatra, Trinidad and Belgium.[181] The export business was one of the first casualties after the outbreak of war in 1939.

1939-1945: Devastation

Preparations for defence in the event of war started a long time before the actual declaration. As early as January 1938 the directors of Brickwoods debated calls to set up a company anti-aircraft battery.[182] The severity of the international situation was blamed by United in October 1939[183] when they stopped building at two public house sites on Portsmouth's Eastern Road, whilst

Brickwoods' employees were rewarded in September 1939 for their 'loyal work during the crisis and war mobilization periods'[184] with a bonus of one week's pay. Six months later, a threatened staff shortage forced United to increase weekly wages by 4*s*. for those 118 men aged over 18 years and 2*s*. for the 50 youths under 18. Increased naval and military activity in and around the dockyard had boosted trade and, initially at least, the brewers profited handsomely, but the very factor which encouraged sales was also the biggest threat as Portsmouth was obviously a high risk area. Brickwoods had greater problems in this respect, not only because of the proximity of their brewery to the dockyard, but also because their other main market was in Southampton whose docks were also thought to be a prime target for bombing; United's second home, Brighton, was considered a much safer place. The brewers took the threat to their production capability very seriously and entered into mutual assistance pacts to pool their resources in the event of an emergency. Brickwoods also took steps to safeguard their company records by photographing the minute and account books and leased a small building at the Rowlands Castle brickworks (which was considered to be a safe area) to store their more important documents.

The inevitable restrictions on brewing started in April 1940[185] and by June only the bars of the hotels were in use, resulting in the loss of the usually lucrative summer trade, but this temporary setback was eclipsed by the total destruction of a pub, the *Blue Anchor* at Kingston Cross, in the city's very first air-raid in July. Peters, the owners, were somewhat unlucky as they owned by far the fewest pubs, but Brickwoods, who statistically faced the greatest threat, survived a potentially far more serious raid in August which destroyed property adjacent to the brewery in Bonfire Corner and demolished their store in nearby King Street, killing a foreman carpenter.[186] Their response was to decentralise storage of bottles, cases and hops, and to set aside £30,000 as the basis of a reserve fund.[187] A threat of a different kind was presented by the number of employees who had been called-up to the services; Brickwoods, for example, had trouble recruiting labour for their bottle yard.[188] The brewers also had to face the potential loss of one of their most important ingredients — water; in the event of failure of the water company's supply their wells would have been requisitioned.[189] More damage was done to pubs in raids in November and December in Portsmouth, Southampton[190] and Brighton, but the sustained bombing on Portsmouth, ten days into the new year, claimed not only 171 lives, but many licensed premises. Peters lost their head offices in King's Road, whilst a bomb dropped near Young's Victory Brewery demolished their *Old Excellent* public house but left the brewery relatively intact.[191] United suffered particularly badly, not just because they lost their two 'flagship' hotels, the *Central* in Commercial Road and the *Fratton* at Fratton Bridge, but because their brewery was severely damaged[192] with the total loss of the wine and spirits stores and the stables, together with six or seven horses.[193] Their maltings at St George's Square were also put out of action. The directors' minutes record that 'much assistance has been willingly rendered' by neighbouring breweries but one of them was itself in severe trouble after the second 'blitz' just two months later. Brickwoods suffered a direct hit on their new stackery and also sustained extensive damage to the fermenting and dropping floors of their brewery.[194] Offers of assistance from brewers in London and Reading were warmly welcomed. A further raid on 15 March demolished United's garage and destroyed ten lorries.[195] It should have been a time of celebration for Brickwoods as 1941 marked 50 years since the formation of the limited company. In the event the fiftieth annual general meeting was unusual, but certainly not celebratory, taking place in the somewhat sombre surroundings of the company's air raid shelter in Daniel Street.[196] Despite the wartime conditions, the gathering consisted of five directors and a handful of shareholders, but, as another sign of the times, the chairman's speech had been edited by the Ministry of Information.[197] The following year the meeting mourned the death in action of Major Percy Long,[198] while two other directors were away on active service — Squadron Leader Sir Rupert Brickwood and Lieutenant Colonel Shutte.[199]

United were completely reliant on other brewers for their beer supplies from January until August 1941 when brewing recommenced;[200] by January 1942 they were producing 25,000 gallons a week and were hoping to reach 60,000 within two months after installing six new fermenting vessels.[201] However, more restrictions in availability of brewing materials, coupled with a steep rise in barley prices in early 1942 led to a lowering of gravity of the beers and by May, Brickwoods were starting to ration draught beers to their surviving pubs. That did not stop them considering the future and, partly as a result of the damage to the brewery, but also in anticipation of a further expansion of the dockyard, they again started looking at alternative sites for their brewery. A lack of suitable sites within the city boundaries led to inspection of a site in Portchester[202] and the purchase, for £7,000 in 1944, of 17 acres at Blackbrook Farm close to Fareham railway station.[203] Notwithstanding this purchase, the company also bought Fryer's Laundry in Admiralty Road[204] which gave them ownership of the complete site bounded by Queen Street and Bonfire Corner between Admiralty Road and Daniel Street. United had also been planning the post-war rebuilding of their brewery on the assumption of producing 3,000 barrels a week, of which one third would be bottled on two bottling lines.[205] However, the city replanning committee intimated that they would not be allowed to rebuild on the same site[206] which somewhat spoiled things.

The concentration of troops locally in the days before D-Day probably made up for the loss of business from Easter to August during the operation of a ten mile exclusion zone along the coast. Demand for beer by the troops was very heavy throughout 1944 and 1945 and Brickwoods were asked by the Brewers' Society to supply their quota in the national 'Beer for Troops' campaign.[207] By June 1945 they could boast of sending 25,000 cases,[208] this despite the cutting of the company's coal ration from 70 to 50 tons per month in March.[209]

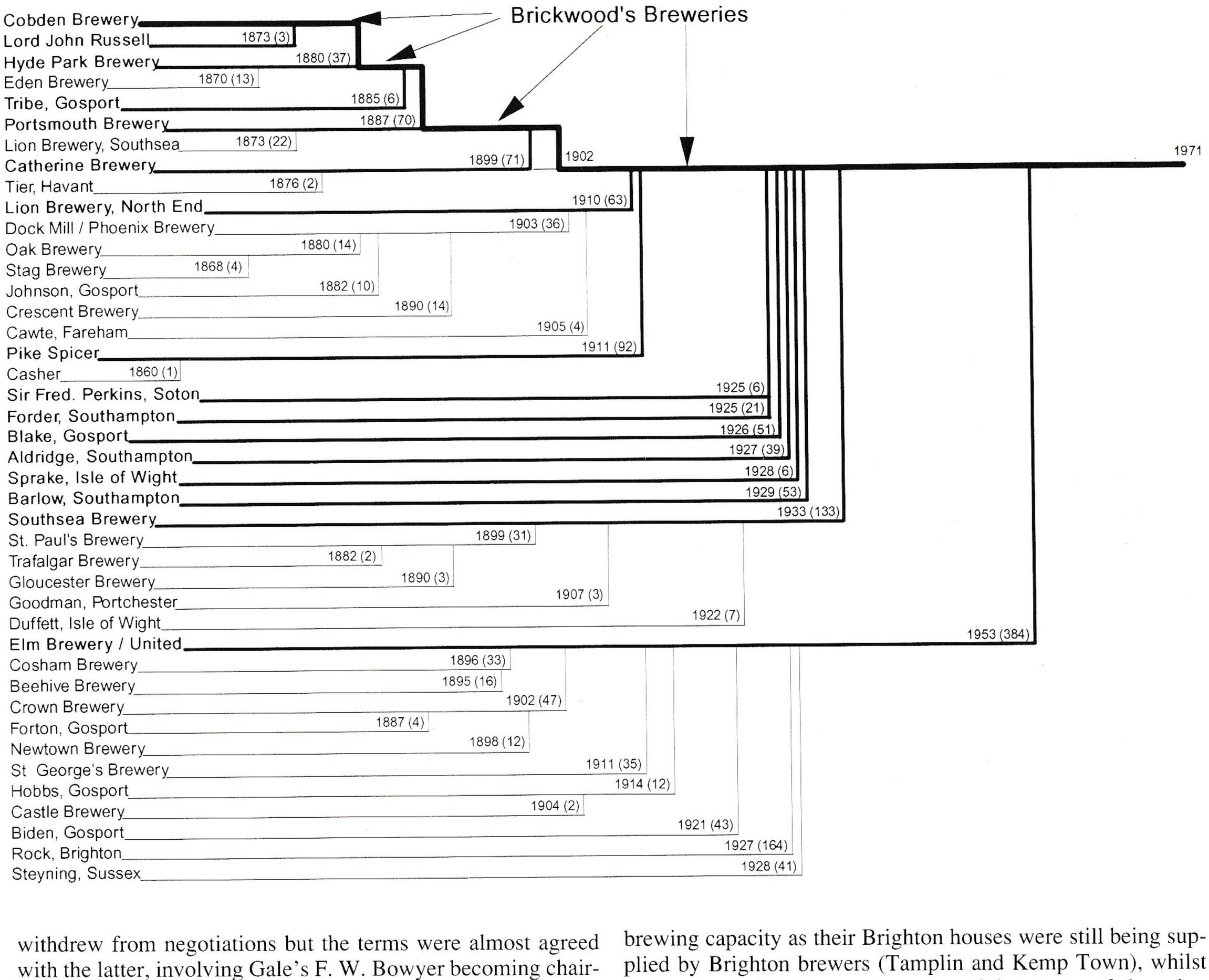
The remains of Long's Southsea Brewery after a direct hit in the 1941 blitz. The ornate tower marks the corner of Hambrook Street and Cecil Place. A students' hall of residence now stands on this site.
Portsmouth City Records Office

1945 and After: The End of Brewing in the City

The celebrations at the ending of the war led to increased demand and within a few years brewing restrictions had been lifted sufficiently to allow some of the pre-war beers to be brewed again, but increases in beer duty meant that a pint costing 4*d*. in 1939 sold for 11*d*. in 1947,[210] causing demand to slacken alarmingly. Production costs were rising as well, squeezing the profits obtainable from selling beer while price rises only reduced sales. In 1948, Brickwoods recommenced exporting to Jersey,[211] but water transport had its risks; they lost 70 tons of beer, wine and spirits en route to the Isle of Wight in a collision with a motor torpedo boat.[212] A real challenge, though, was to influence the conditions imposed by the replanning committees trying to recover from the wartime damage. To that end United appointed Sir George Etherton as a director in late 1945 specifically because of his long association with local government.[213] Both United and Brickwood were faced with the task of rebuilding their war-damaged breweries and they, together with Youngs, faced being included in compulsory purchase schemes under the 1944 Town and Country Planning Act. United started searching for alternative sites, the two most favoured being on the Chichester bypass[214] and at Leigh Park,[215] but they decided that they would rather stay in King Street[216] and eventually agreed with the corporation to expand southwards over King Street. There were reservations about the capital expenditure required,[217] so they started merger talks with Henty and Constable of Chichester, and Gale of Horndean. The former

Fig. 2
Brickwoods Ltd., Portsmouth, 1851 to 1971

Figures in brackets refer to the number of tied outlets acquired at the time of the merger. Previous acquisitions by non-Portsmouth breweries are omitted.

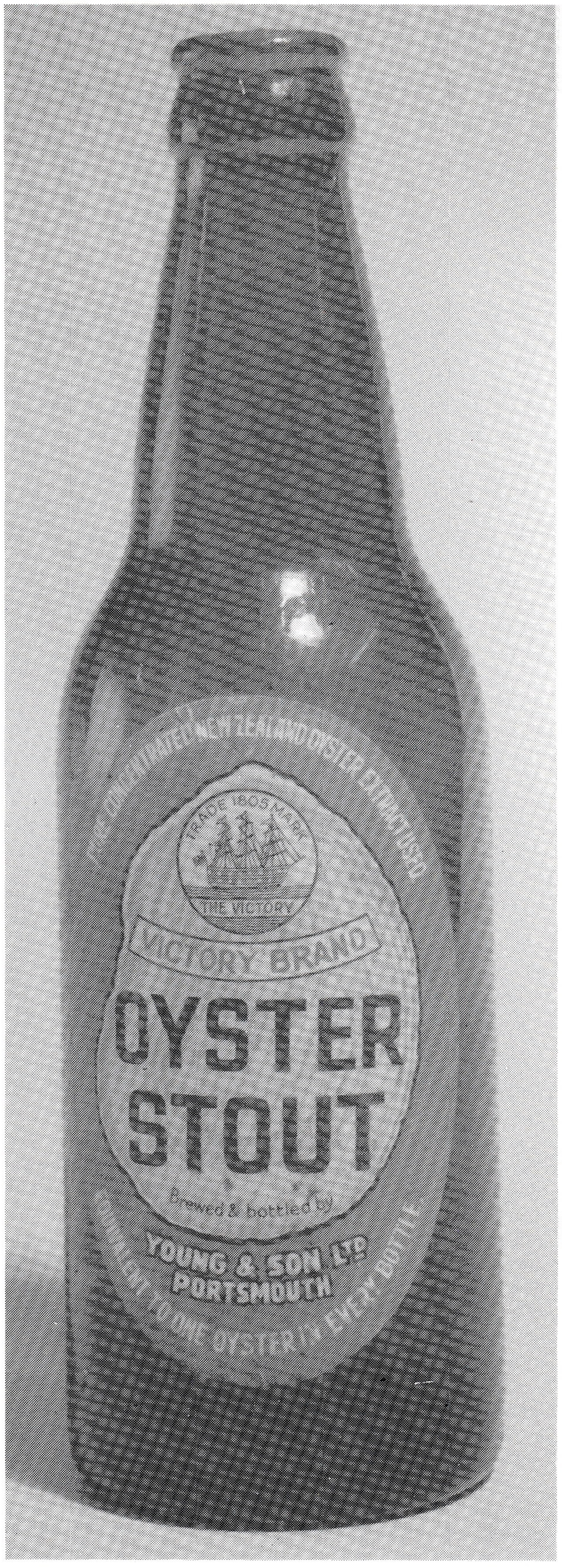


withdrew from negotiations but the terms were almost agreed with the latter, involving Gale's F. W. Bowyer becoming chairman of the merged concern with R. W. Gale as a director.[218] In the event the talks foundered and plans to re-open them after a 'cooling-off' period were scuppered by the death of Sir William Dupree in January 1953 whilst on a cruise up the Amazon,[219] just two months before he had intended to retire as chairman.[220]

Whilst the United brewery was scheduled for compulsory purchase because the council wanted to exclude industrial use from the heart of Southsea, both Young's and Brickwoods' sites were wanted by the Admiralty for dockyard extension.[221] Brickwood had to wait until late 1949 for the release of not only the brewery but also land on the eastern side of Daniel Street which they required to extend the site.[222] For both Brickwood and United the priority was to replace destroyed bottling capacity, as post-war bottled beer sales were buoyant. United also needed brewing capacity as their Brighton houses were still being supplied by Brighton brewers (Tamplin and Kemp Town), whilst Eastbourne's Star Brewery was supplying some of the other Sussex houses; these arrangements finally ended in November 1948.[223] Brickwood, on the other hand, supplied 4,500 barrels of 'AK' mild to other brewers in 1947, and in 1951, after Whitbread had acquired Amey's Petersfield brewery, entered into an agreement whereby they supplied the beer to the former Amey houses in return for stocking Mackeson stout in their own houses.[224] They opened a depot in Bournemouth due to increased demand,[225] whilst their wine and spirit subsidiary, Smeeds, acquired a chain of off-licences in London.[226] However, Brickwoods sold its catering subsidiary, Kimbells Ltd., in 1951 and hinted that more brewery amalgamations were to be expected.[227]

In April 1953 Brickwoods were considering acquiring the Star Brewery, Eastbourne, but this was totally overshadowed by the

A very unusual product from Young's Victory Brewery was Oyster Stout. Apart from the war years production continued from 1938 until the brewery closed in 1959.
Portsmouth City Museums



decision to merge with United.[228] The heavy requirements of estate duties meant that a large block of United's ordinary shares had to be sold but the trustees felt that the best price would be realised by selling the whole company. An opposing bid came from London brewers Charrington,[229] but it was believed that the brewery would close if they took over; Brickwoods promised to keep the brewery in operation and thus secured the blessing of the United board. Within three weeks the £630,000 bid had 98.2 per cent acceptance,[230] Sir Vernon Dupree, the founder's second son, being one of only two shareholders who had to be coerced into relinquishing their shares.[231] United was kept on as a separate subsidiary and continued to brew its own beers at King Street, including a strong bottled ale named 'Pompey Royal Golden Ale'.[232] United's name continued to be shown on their houses (except in the Isle of Wight), but the old Lush name, under which managed off-licences still traded, was discontinued. The merger, of course, killed all the plans to enlarge the United's brewery and made the expansion of Admiralty Road even more important; post-war building restrictions and shortage of materials compounded the problems. United's intention to rebuild the maltings in St George's Square[233] was abandoned and eventually Brickwoods built workshops on the site. The maltings in Hove continued in use. The name of the parent company was changed to Brickwoods Ltd. in 1954, whilst, internally at least, the two breweries were referred to as the 'Admiral' (from Admiralty Road) and the 'King'; the drive towards integration was known as project 'Big Admiral'.[234]

The composition of the Brickwood board reflected the multiplicity of mergers effected in the past. Harry Brickwood had died in September 1950,[235] but his cousins Sir Rupert Brickwood, Reginald and Richard Shutte still represented the founders. William Duttson, Algernon Bonham Carter and Fred Blake represented Lion, Pike Spicer and Blake respectively, while Captain J. Long had died during the United negotiations.[236] Brickwoods agreed to appoint a member of the Dupree family to the board when one of the two United appointees retired.[237] Reginald Shutte, who was Arthur Brickwood's nephew, shared, with fellow board member Donald Burt, directorship of Hewitt Bros. Ltd., a brewery based in Grimsby.

During the rest of the 1950s competition from outside brewers became more pronounced, particularly from London brewers Watney, Combe, Reid and Co. Ltd., who had bought breweries in Southampton, Chichester and Brighton. As Brickwoods' Admiralty Road site was reinstated and improved, more functions were transferred from King Street starting with the Bass, Worthington and Guinness bottling lines. After the death of United's head brewer in 1956, the opportunity was taken to move United's 'Pompey' dark ale there,[238] and it was successfully introduced into Brickwood houses, but the credit squeeze caused postponement of the further investment needed before King Street could be closed. Innovations such as canned beer were considered for the Navy and passenger line trade,[239] and also as a response to the

decrease in bottled beer sales, due in part to the rising popularity of national brands of both bottled and keg beer. In response to this pressure, and the discovery that over 30 per cent of the ordinary shares had been amassed by speculators,[240] Brickwoods extended their agreement with Whitbread in 1959. They asked Whitbread to buy the shares from the speculators and in return agreed to stock three Whitbread bottled beers plus Mackeson stout which was initially bottled at King Street. Whitbread also nominated two board members and provided unlimited access to their technical brewing expertise.[241] Being under the Whitbread 'umbrella' meant one fewer uncertainty in Brickwoods' attempts to plan for the future. The other good news of 1959 was a drop in beer duty which allowed a reduction of 2*d*. per pint which encouraged greater sales. For Portsmouth's other brewer the future was about to become unimportant. George Peters & Co. Ltd., together with subsidiary J. J. Young and Sons Ltd., was absorbed by Guildford based Friary Meux Ltd. in 1959. The Victory Brewery was immediately closed but stood until the late 1980s, in partial use as a garage, when it was demolished for a road scheme.

The 1960s dawned with the Brickwood group owning 836 on and off licences and two breweries valued at a total of £5.5 million. They had just introduced the five-day working week and draught beer sales were increasing, but the cost of building new pubs was rising sharply due to full employment in the building trades, and income and profit tax absorbed nearly 54 per cent of the profits. There was better news in 1962 when a royal warrant was granted, and 'Big Admiral' was finally realised at the end of February, although bottling continued at King Street until September when a £1 million expansion scheme at Admiralty Road was officially opened. The new plant was capable of brewing 7,000 barrels a week. The old United premises became the home of the mineral water subsidiary, Southern Table Waters, better known as SOTA, and the United name gradually disappeared from the pubs. The premises were finally demolished in the mid-1980s and housing now covers the site. United's last link with brewing, the Hove maltings, was closed in 1967. Changes in the range of beers in 1962 included the replacement of two bottled beers, United's 'Pompey Royal' and Brickwood's 'Sunshine' by 'Brickwood I.P.A.', and the introduction of a popular new canister beer named 'Sunshine Keg', although production of the latter ceased in 1966 when Brickwoods won a seven year contract to brew Whitbread Tankard. At the Portsmouth Brewery the last major work had been the building of a new wine and spirit warehouse in Cross Street, opened in 1969, but two conical fermenters were installed in the brewery in 1970 and production of a lager was under consideration.[242]

With their heavy reliance on summer trade, subject to the vagaries of the weather, and with the end of the Tankard contract in sight, Brickwood decided to sell up in 1971. It was perhaps inevitable that Whitbread, whose profits were ten times higher than Brickwoods', acquired the company, paying £15 million.[243] The move complemented another Whitbread takeover, that of Strong's of Romsey (including their Mew Langton business on the Isle of Wight) in 1969, and the two businesses became known as Whitbread Wessex Ltd. Brickwood's 'Bitter' continued to be brewed under the name of Whitbread 'Trophy' whilst the old United name of 'Pompey Royal' was revived for a draught beer. The running down of the brewery, which needed vast investment to keep it up to modern standards, began in 1981 when 'Wessex Mild' was discontinued together with all bottling operations. In February 1983 it was announced[244] that brewing would cease later that year and the final brew took place in November 1983. One hundred and twenty-three jobs were lost but the administration and distribution remained on the site, despite the council's rejection of a plan to close Cross Street to form a lorry marshalling area.[245] The final blow fell in October 1989 when new premises were opened at Hedge End, more conveniently situated by the M27 motorway.[246] The Admiralty Road site has been cleared, apart from some of the offices, mainly those of the former Fryer's laundry, to make way for a car park.

The Portsmouth Brewery was not, however, the last commercial brewery in the City. In 1982 the former Lion Brewery in North End, unused for its original purpose since 1910, played host to the curiously misnamed Southsea Brewery, although at 10 barrels a week the scale was somewhat reduced from that of its heyday. Complete with its own *Brewery Tap* in London Road it produced beers until 1986, but was never able to make a profit and the stainless steel brewing vessels ended up lying in a scrapyard, having been seized by bailiffs against unpaid bills.[247] Another small brewery, promoted by Whitbread, got no further than the drawing board in 1983-4. Local opposition helped stifle the plan which would have revived the old name of The Cosham Steam Brewery at the *Portsbridge* public house.[248]

Conclusion

For many centuries the nation's brewing industry, inseparably linked with the retail drinks industry, has suffered from more government interference than most other businesses. Since the Crown discovered the potential of beer as a taxable commodity, legislation aimed at increasing consumption or making tax collection easier, has encouraged brewers, while forces opposing the immorality caused by the consumption of alcohol have worked in the opposite direction. Steering a course through all this, and coping with changes in customers' tastes, the successful brewing entrepreneurs reacted by acquiring retail outlets, and adopting new technology and management styles when appropriate. Those who were unable or unwilling to keep up soon ceased trading, their businesses readily absorbed into the larger concerns which needed to maintain or increase their market share to avoid being swallowed by even larger concerns. Portsmouth's most successful brewery, Brickwoods, was the supreme local exponent of this strategy, yet could boast that all of its takeovers and mergers were arranged on a friendly basis.

The concentration of Portsmouth's brewing firms into the

hands of fewer larger concerns followed national trends, but at least as important were local circumstances. The sailors, soldiers, and the workers in the naval dockyard proved a ready market for the brewers' wares, which was boosted in times of war, but wars also had negative effects. During both of the World Wars the brewers responded magnificently to the challenges posed by loss of personnel, and restrictions on materials and output, but it was probably the bomb damage inflicted during the 1940s, followed by a decade of uncertainty about replanning, that sealed their fate. Ironically, had Brickwoods' brewery been completely destroyed in 1941 they might still be in business, brewing in modern premises at Fareham, but it was not to be, and, given that the company was not financially in a position for further expansion, it was perhaps inevitable that they would be subsumed into a larger group, again following national trends.

Only one beer survives from the past, at least in name; 'Pompey Royal' is still brewed in Hampshire, but somewhat ironically, at Gale's Horndean brewery under a contract with Whitbread. The Lion Brewery building still stands intact, but only the former bottling stores in Hambrook Street, St George's Way and Thomas Street remain of Long's, Lush's and Young's breweries respectively. The only other reminders of Portsmouth's brewing history are to be found in the etched glass windows and on the fronts of a shrinking number of the city's pubs. Brickwood and United inevitably have the best representation, while Pike Spicer, Long, Young and Peters are now quite rare. The most unlikely survivor, however, is at the *Derby Tavern* in Stamshaw where a window still advertises the Phoenix Brewery, 90 years after its demise. It is not, however, an omen and Portsmouth is unlikely to see another significant brewery rise from the ashes.

APPENDIX

Breweries in Portsmouth 1847 to 1986

Address	Brewery/Pub Name	Dates	*	Main occupiers	Acquired by	Fate of brewery
Old Portsmouth						
6 East St	Fountain Bry	1807-1865	w	Knott/Groves/Morgan		Warehouse
High St Rd	*Malt & Hops*	1847	p	Gray		Beerhouse
Nobbs Lane		1850-1855	p	Blackman/Martin		Store
Penny St	The Brewery	1719-1911	w	Carter/Pike Spicer	Brickwood	Warehouse
49 Penny St		1850-1860	p	Casher	Pike Spicer	Beerhouse
28 St Mary St	*Golden Bell*	1851-1857	p	Massey	White	Public House
St Nicholas St	Portsmouth Bry	1763-1902	w	Garrett/Tessier/Brickwood	Brickwood 1887	Bottling store
33 Warblington St	Beehive Bry	1832-1895	w	Weeks/Feltham/Stannard	P.U.B.	Bonded store
Warblington St		1840-1850	p	Richardson		Cowhouse
Portsea						
Admiralty Rd	Portsmouth Bry	1902-1983	w	Brickwood/Whitbread	Whitbread 1971	Car park
4 Bonfire Cnr	*Real Union*	1850-1871	w	Mansbridge		Public House
53 Britain St	*Sutledge Arms*	1851-1862	p	Hewitt		Beerhouse
Catherine Row	Catherine Bry	1845-1902+	w	Jewell/Brickwood	Brickwood 1899	see Admiralty Rd
2 Chapel Row	*Royal Standard*	1846-1858	p	Gibbs		Beerhouse
26 Frederick St	(beerhouse)	1846-1858	p	Bone	to Gloucester St	
7 Hard	*King & Queen*	1860-1863	p	Thorne		Public House
26 Havant St	*Ship Leopard*	1855	p	Palmer		Public House
25 Hawke St	Hawke Bry	1809-1860	p	Clements/Lush	to St George's Sq	
44 Gloucester St	Gloucester Bry	1858-1890	w	Bone	Palmer	Public House
12 Kent St	(beerhouse)	1809-1852	p	Stroud/Reed/Stroud		Beerhouse
23 North St	Mersey Bry	1845-1864	p	Smart/Langford		Beerhouse
50 North St	Equitable Bry	1847-1851	p	various	Jewell	Music Hall
1 Queen St	Star Bry	1890-1897	w	Shaft/Whicher	moved to Cosham	Wine/Spirit stores
60 Queen St		1849-1852	p	Wills		
St Georges Sq	St George's Bry	1757-1849	w	Carter		see next entry
St Georges Sq	St George's Bry	1859-1911	w	Lush	Dupree/P.U.B. 1924	Stores
74 St Georges Sq	*Black Prince*	1830-1862	w	Paul/Lawrence	Wood, London	Beerhouse
75 St Georges Sq	*Royal Standard*	1831-1859	p	Rayner		Beerhouse
6 Union St		1838-1855	p	Hymus		
37 Union St	Kent Arms Bry	1840-1869	p	Horton		
38 Union St	*True Briton*	1851-1861	p	Holmes	to Harley St	Beerhouse
Landport, Fratton, Kingston						
70 Arundel St	Cobden Bry	1823-1880	w	Purchase/Brickwood	to Hyde Park Rd	Public House
38 Buckland St	*Malt & Hops*	1849-1861	p	Boghurst		Beerhouse
78 Buckland St	*Rising Sun*	1850-1862	p	Hill/Martin		Beerhouse
Canal Walk	Canal Steam Bry	1868-1875	w	Pannell/Wells		Stay Factory 1878-
Chandos St	Union Bry	1818-1853	p	Union/Langford		Glue Factory 1861-
6 Charlotte St	Eden Bry	1796-1869	w	Oakshott/Holloway	Bransbury	Beerhouse
62 Charlotte St	Golden Bell Bry	1826-1884	w	Burn/Massey/Mansbridge	Hall, Alton	Beerhouse
55 Church St	Wingfield Bry	1844-1894	w	Langford		Public House
59 Clarendon St	Crown Bry	1879-1902	w	Bransbury junior	P.U.B.	Bottling Stores
84 Commercial Rd		1831-1847	p	Bright	to Upr Church Path	Railway Station
147 Commercial Rd		1852-1859	p	Harfield		
227 Commercial Rd	*Suffolk Arms*	1873-1906	w	Brickwood/Kingsbury		Public House
232 Commercial Rd	*Lord John Russell*	1829-1873	w	Gardiner/Rogers	Brickwood	Public House
259 Commercial Rd	Newtown Bry	1827-1895	w	Anderson/Gale	Bransbury 1898	Public House
Commercial Rd		1828-1853	p	Gutheridge		

Address	Brewery/Pub Name	Dates	*	Main occupiers	Acquired by	Fate of brewery
334 Commercial Rd	Mile End Steam Bry	1864-1871	p	Suter/Hatch		Burned down
373 Commercial Rd	Mile End Bry	1847-1868	p	Taylor/Low/Pye/Suter		
375 Commercial Rd	*Mile End Cellars*	1868-1871	p	Pye		Beerhouse
386 Commercial Rd	*White Lion*	1845-1859	p	Kirby/Morse		Beerhouse
521 Commercial Rd	*Princess Royal*	1858-1859	p	Fogden		Beerhouse
1 Conway St	*Oddfellows Arms*	1843-1859	p	Bufton/King		Beerhouse
62 Conway St	*Conway Arms*	1855-1861	p	Pye		Public House
70 Conway St	Conway Bry	1828-1855	p	Barton/Hart		
78 Crasswell St	Egremont Bry	1845-1878	p	Hunt		Beerhouse
23 Crasswell St		1851-1861	p	Humby		
10 Dorset St	*Olive Branch*	1835-1866	p	Kenderdine/Sands/Brickwood		Beerhouse
23 Duncan St	*Duncan Cellars*	1800-1867	p	Bardon/Hayward		Beerhouse
Fratton Path		1848	p	Blanchard		
137 Fratton Rd	Fratton Bry	1860-1874	p	Chiverton		Beerhouse
175 Fratton Rd	Trafalgar Bry	1860-1882	w	Triggs/King/Hobbs	Palmer	Beerhouse
366 Fratton Rd	Union Bry	1851-1887	p	Emery		Beerhouse
57 Fyning St	*Rose in June*	1854-1874	p	Whillier		Beerhouse
18 Georges Row		1851-1853	p	Nicholson		
34 Harley St	Briton Bry	1860-1868	p	Holmes	White	Public House
40 Hertford St	*Constitution*	1829-1871	p	Bramsdon		Public House
Hilsea	*King's Head*	1847-1874	p	King	to Cosham	Public House
17 Kingston Cres	Crescent Bry	1852-1890	w	Russell/Goodman	Gibb	Off Licence
56 Kingston Rd	Buckland Bry	1798-1870	p	Gough/Stevens	Holloway	Beerhouse
119 Kingston Rd	Buckland Bry	1847-1914	w	Allen/Gillett	Young	Beerhouse/Factory
219 Kingston Rd	Kingston Bry	1805-1914	w	Murrell/Peters/Whicher		Bottling Stores
236 Kingston Rd	*Cricketers*	1834-1879	p	Holland/Hoskins		Beerhouse
27 Lake Rd	*Plough & Barleycorn*	1829-1862	p	Marshall/Hobbs		Beerhouse
135 Lake Rd	*Circus Arms*	1845-1858	p	House		Beerhouse
307 Lake Rd	Kent's Bry	1855-1876	p	Kent/Allen	to Upr Church Path	Beerhouse
13 London Rd	Myrtle Bry	1870-1878+	p	Stevens		see Lion Bry
13 London Rd	Lion Bry	1878-1910	w	King/Lion	Brickwood	Warehouse
13 London Rd	Old Lion Bry	1982-1986	w	Southsea Brewery		
40 Nile St	Tally Ho Bry	1851-1858	p	Hunt/Hodges		Beerhouse
St Mary's Rd	St Mary's Bry	1862-1870	w	Davey/Long		Demolished 1878
18 Thomas St	Red Lion Bry	1841-1884	w	Cleverley/Mansbridge	Hall, Alton	Beerhouse
50 Thomas St		1836-1847	w	Bull/Paul	Biden, Gosport	Store
54 Thomas St	St Thomas Bry	1830-1902+	w	various/Young		see Victory Bry
54 Thomas St	Victory Bry	1902-1959	w	Young (Peters 1910)	Friary, Guildford	
2 Up. Arundel St	Gladstone Bry	1842-1864	p	Orley	White	Public House
73 Up. Church Path	*North Country House*	1826-1853	p	Guyatt		Beerhouse
85 Up. Church Path	*Shakespeare's Head*	1846-1893	p	Bright/Allen		Public House
Waterloo Pl	Eagle Bry	1826-1884	w	Cox/Smeed	Gale, Horndean	Public House
74 Wingfield St	York Bry	1850-1863	w	Turpin		Beerhouse
Southsea						
Castle Rd	Castle Bry	1839-1867	p	Pinkard/Adnams		Public House
Collingwood Rd	Dock Mill Bry	1867-1882+	w	Rice		see Phoenix Bry
Collingwood Rd	Phoenix Bry	1882-1903	w	Gibb	Lion	
50 Commercial Rd	*Yorkshire Grey*	1855-1893	w	Moore/Browning		Public House
51 Commercial Rd	Spring Garden Bry	1787-1850+	p	Hollier		see Griffin Bry
51 Commercial Rd	Griffin Bry	1850-1861	p	Hawgood		
Flint St		1852-1854	p	Wearn		
1 Gold St	Stag Bry	1830-1868	w	Martin	Hoskins	Public House
46 Gt Southsea St	(beerhouse)	1846-1865	p	Hearn/Hart		Anhydrous Co.
16 Greetham St	*Railway Carriers*	1836-1869	p	Bailey/Godwin/Tilly		Public House
42 Grosvenor St	*Lord Raglan*	1846-1852	p	Gordon		Beerhouse

Address	Brewery/Pub Name	Dates	*	Main occupiers	Acquired by	Fate of brewery
Hambrook St	Southsea Bry	1817-1934	w	Long	Brickwood 1933	
13 Hyde Park Rd	Lion Bry	1862-1873	w	Galt	Garrett	Laundry
68 Hyde Park Rd	Hyde Park Bry	1851-1887	w	Bransbury/Brickwood	Brickwood 1880	see Lager Bry
68 Hyde Park Rd	Lager Bry	1897-1900	w	Perkins		
51 King St	Elm Bry	1851-1962	w	Miles/P.U.B.	Brickwood 1953	
80 King St	St Paul's Bry	1851-1899	w	Palmer	Long	
7 Kings Rd	Crown Bry	1852-1891	p	Buckle/Webber	Peters	Hotel
Lt. Southsea St		1836-1848	p	Hayward		
53 Marylebone St	Oak Bry	1862-1880	w	Hoskins	Gibb	Public House
28 Russell St	*Three Stags*	1840-1852	p	Urry		Beerhouse
77 Russell St	*Duke of Richmond*	1830-1872	p	Bailey		Beerhouse
20 Sackville St	*Coal Exchange*	1850-1877	p	Cox		Beerhouse
40 Sackville St		1840-1849	p	Beaton		
43 St James Rd	*Radnor Arms*	1851-1874	p	Martin/Beard		Beerhouse
58 St James Rd	(beerhouse)	1851-1864	p	Martin		
91 St Pauls Rd	*Battle & Breeze*	1845-1855	p	Knight		
104 St Pauls Rd	Brunswick Bry	1842-1872	w	Luke/Davey/Tickner		
49 St Vincent St	*Sir Robert Peel*	1845-1853	w	Davey	to Brunswick Bry	Public House
247 Somers Rd	Castle Bry	1863-1904	w	French/Phillips	Hobbs, Gosport	Beerhouse

KEY
* Wholesale (w) or Publican-brewer (p)
Bry = Brewery

Sources: Poor rate books, trade directories, title deeds.

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Philip Eley is a freelance computer programmer living and working in Gosport who sometimes finds time to research and write about local history. Three previous Portsmouth Papers (numbers 38, 51 and 58, two of which were jointly penned with Dr Ray Riley) reflect his interest in pubs, breweries and Portsmouth, as does his membership of the Brewery History Society and CAMRA — the Campaign for Real Ale. His area of research has now shifted to Gosport.

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